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Waukesha-Powered Walter Snow Fighter Turning Over Four-Foot Drift

a-749-LC

Snow Fighting with Gasoline

In our northern border states snow fighting is a terrifying problem to operating officials. Bus transportation must operate both summer and winter. The Colonial Coach Lines operate over 750 miles of road in New York State. During the winter their snow fighters keep 350 miles of road open, and they do it even though drifts from five to twelve feet deep are encountered.

In the illustration above a Walter Snow Fighter is shown plowing through four-foot snow drifts at twenty miles an hour. Such speed accounts for the unusual daily mileage obtained by these plows. To do this with their four-wheel drive requires a powerful, reliable engine that must run in blizzard weather for days without a stop. Waukesha "Ricardo Head" heavy-duty engines have a reputation for unrivalled reliability and economy as well as power.

A-806-LC

AUTOMOTIVE EQUIPMENT DIVISION

WAUKESHA MOTOR COMPANY

Waukesha **Wisconsin**

Eastern Sales Offices — *Eight W. 40th Street* — *New York City*

Exclusive Builders of Heavy Duty Automotive Type Engines for Over Twenty Years

AUTOMOTIVE INDUSTRIES

Philadelphia, Saturday, February 18, 1928

IN statistical data we find the accurate records of living achievement. A romance of progress as well as a growth of power is written clearly across the panorama of automotive achievement by the charts and figures which transcribe the story of the industry's development and point the way to its future course.

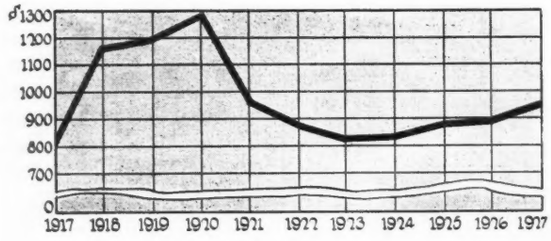
In the hope that it will be the genesis of inspiration as well as a source of information, this Tenth Annual Statistical Issue is presented to our readers.

N. G. S.

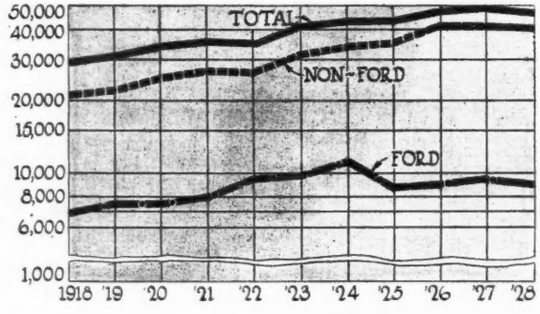
On the Highway

Prospects Bright for Year as Restraint Business in 1927

Average Retail Price of Cars



Ford and Non-Ford Dealers



Aviation Data—1927

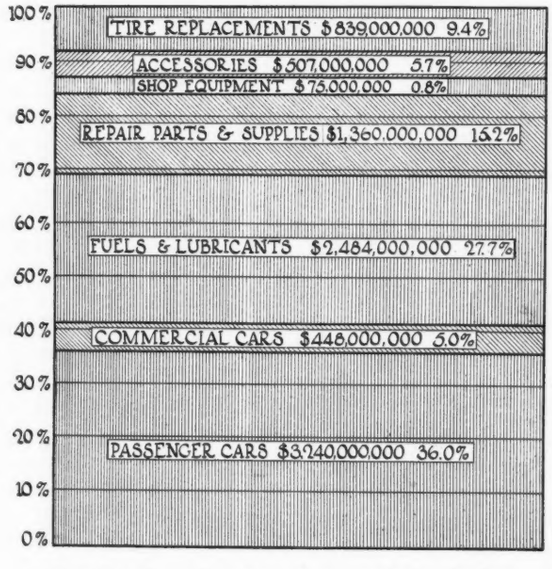
Number of air transport routes—	
June 30, 1927	22
Route miles in operation—	
June 30, 1927	8,396
Scheduled flying first six months 1927	
Number of miles flown	2,642,364
Number passengers carried	1,891
Mail carried—pounds	621,236
Express carried—pounds	1,045,222
Miscellaneous flying of airway operators first 6 months	
Number of miles flown	362,249
Passengers carried	8,305
Express carried—pounds	1,950
Trips completed on civil airways first 6 months	4,587
Trips scheduled	5,272
Per cent completed	87
Miles of lighted airways June 30, 1927	4,121
Additional miles to be lighted by June 30, 1928	3,398

ALTHOUGH a considerable restraint was placed upon the general automotive business during 1927 because of the Ford situation, most automotive manufacturers had a profitable year.

With this restraint now removed, with new car and truck models offering greater values than ever before, with more effective marketing campaigns under way, and with continued prosperity throughout this country and improving conditions abroad, 1928 should prove a banner year.

More cars and trucks are likely to be sold during 1928 than ever before and for larger profits, and this, of course, means increased business and

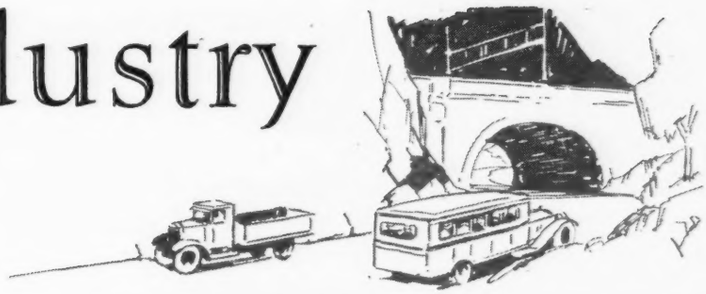
Estimated Retail Sales of Automotive Products—1928



Retail sales of automotive products during 1928 may reach the total of $8,953,000,000, nearly one billion more than in 1927

of the Industry

Greatest Automotive Placed on General is Removed



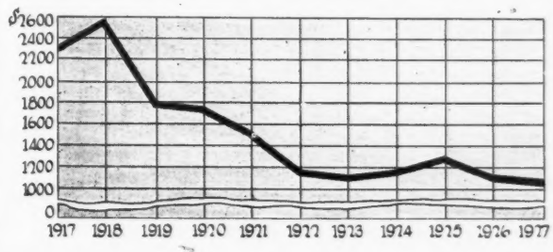
profits for makers of parts, accessories, shop equipment, bodies and all the other component units of the automotive industry.

The value of retail sales for 1928 is expected to increase considerably over that of any previous year. The replacement market for both cars and trucks is growing steadily, assuring an ever-increasing, easily-sold market for new vehicles.

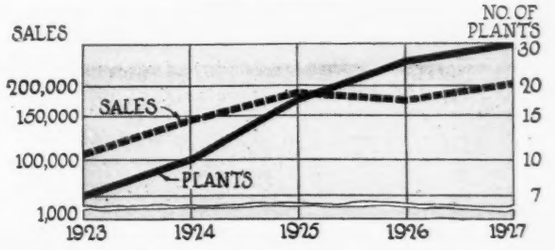
Dealers are plentiful and, with the assistance of the factories, are constantly increasing in business ability. The aircraft business is growing apace.

Campaigns being waged by various agencies are helping to remedy the condition of under-equipment present in

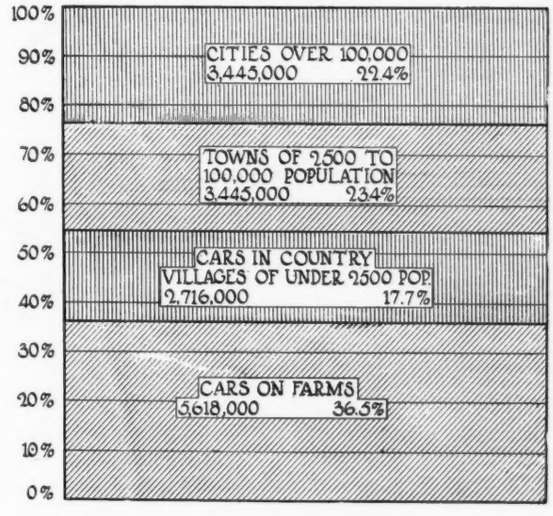
Average Retail Price of Trucks



Foreign Assembly Plants and Sales



Motor Vehicle Distribution by Town Sizes



The value of the small town market is shown by this chart. Over half the cars in use in the country are operated by farmers or dwellers in villages of less than 2500 population

Passenger Cars of Varying Ages in Use in U. S.

Age Jan. 1 1928	Year Car Was Made	Domestic Production (Cars Only)	Per Cent Still in Use	Number Remaining in Use at Beginning of 1928
0	1928		100.00%	
½	1927	3,000,000	99.78	2,993,400
1½	1926	3,527,000	97.73	3,446,940
2½	1925	3,452,000	93.33	3,221,750
3½	1924	2,995,000	86.58	2,593,070
4½	1923	3,448.000	77.66	2,677,720
5½	1922	2,253,000	66.99	1,609,295
6½	1921	1,427,000	55.31	789,275
7½	1920	1,657,000	43.31	717,650
8½	1919	1,592,000	31.93	508,325
9½	1918	874,000	21.96	181,190
10½	1917	1,677,000	13.95	233,930
11½	1916	1,471,000	8.05	118,415
12½	1915	795,000	4.18	33,230
13½	1914	516,000	1.92	9,910
14½	1913	438,000	0.76	3,330
15½	1912	356,000	0.255	910
16½	1911	199,000	0.071	140
17½	1910	181,000	0.016	30
18½	1909	129,000	0.002	3
19½	1908	64,000	0.000	0
		Total cars produced for domestic sale since 1908 30,051,000		Total cars in use at end of 1927 19,138,513

On the Industry's Highway

355-463

New Shop Equipment Market

(From *Motor World Wholesale*)

ANALYSIS OF EQUIPMENT IN 61,920 SHOPS DOING MORE THAN 100 JOBS PER MONTH

	ACTUAL			RECOMMENDED		
	Jobs per Tool per Month	Tools per shop	Tools per 100,000 registrations.	Jobs per Tool per Month	Tools per shop	Tools per 100,000 Registration
1- Portable Electric Drills	148	1.9	622	103	2.7	832
2- Garage Jacks	85	3.3	1080	80	3.4	1100
3- Wheel Pullers	53	5.2	1700	45	6.4	2100
4- Connecting Rod Aligners	345	0.8	262	250	1.1	360
5-Cylinder Reconditioning Tools	265	1.0	327	230	1.2	390
6- Valve Refacers	247	0.8	360	230	1.2	390
7- Battery Charging Equipment	319	0.9	295	275	1.0	330
8- Spray Painting Equipment	585	0.5	164	275	1.0	330
9- Wrecking Cranes	496	0.6	192	230	1.2	385
10- Grinding Wheels	218	1.3	426	130	2.1	690
11- Cranes and Hoists	184	1.5	492	125	2.2	720
12- Welding Equipment	416	0.7	229	275	1.0	330
13- Brake Relining Equipment	354	0.8	262	250	1.1	360
14- Arbor Presses	357	0.8	262	275	1.0	330

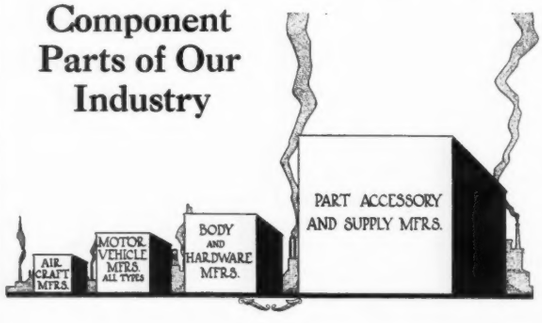
Aircraft Production and Exports

	Total Prod.	Commercial	Army	Navy	Others	Export
1919	662	(1)	409	273	13	44
1920	(2)	(2)	215	42	7	65
1921	302	(1)	336	53	0	48
1922	(2)	(2)	175	39	0	37
1923	587	314	51	175	8	48
1924	(2)	(2)	60	76	1	59
1925	789	305	199	213	2	80
1926	1,336	958	112	163	53	50
1927	2,363	1,650	289	364	..	60

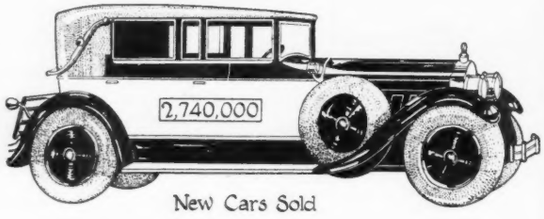
(1) The consumption evidently exceeds production.

(2) Census taken only biennially. Special census in 1926.

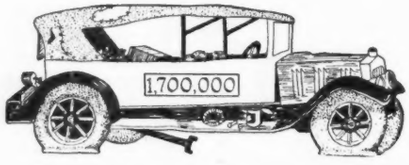
Component Parts of Our Industry



New Cars Sold and Old Cars Scrapped—1927



New Cars Sold

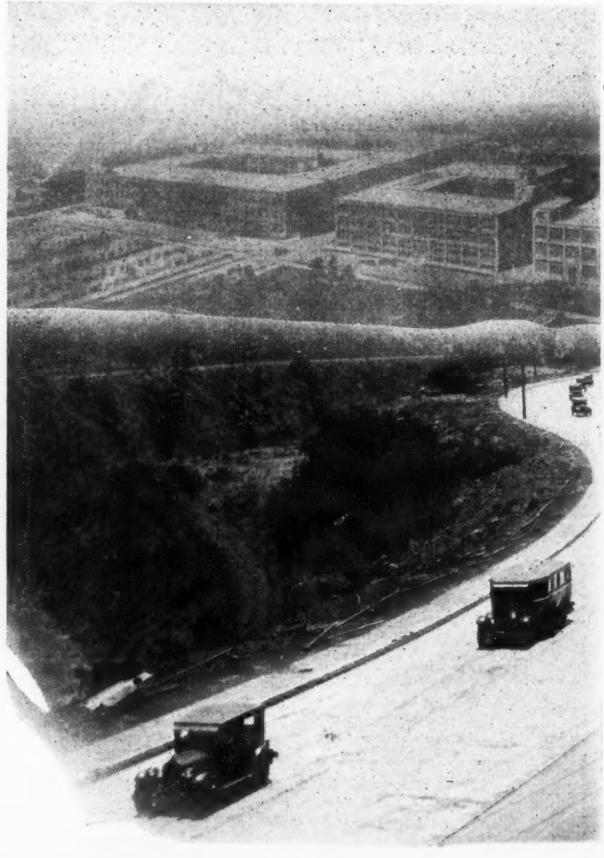


Old Cars Scrapped

many repair shops and garages, which means more business for makers of such material.

Despite the increasing number of accessories with which 1928 cars will be factory-equipped, there still remains a tremendous secondary market for this year's production.

All things considered, there appears to be no good reason why 1928 should not be a very good year



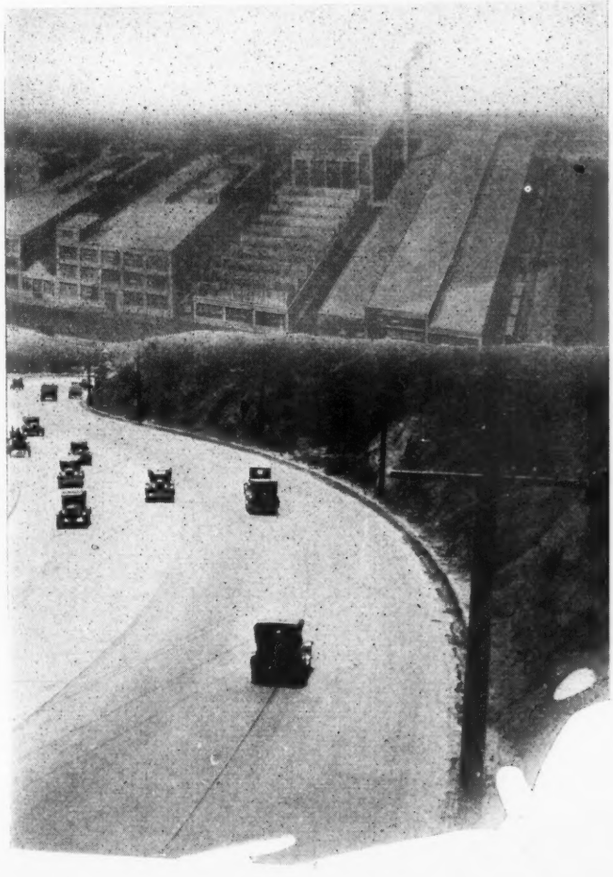
On the Industry's Highway

Rubber Production and Consumption

	1924	1925	1926	1927
Imports of crude, thousands of lb.	734,845	888,478	925,878	877,944
Average price per lb. cents	23.7	48.4	54.6	39.5
Consumption of crude for tires and sundries, thousands of lb.	563,723	665,249	630,909	630,000
Value of products, tires and sundries, thousands of dollars	$598,416	$803,659	$866,795	$900,000

for all those automotive concerns which have entered it with a carefully engineered design and thoroughly sound manufacturinrg and marketing policies.

In connection with the charts on preceding pages, showing average retail prices of cars and of trucks, it may be advisable to explain that the prices here shown are the average prices paid by the public for its motor vehicles and are not averages of list prices quoted by manufacturers.



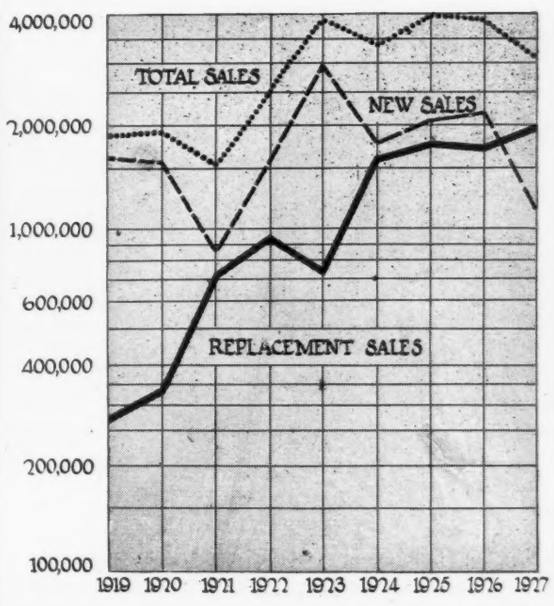
Secondary Market for Accessories—Non-Ford

Based on 1928 factory equipment and 1927 output of 28 makes producing 98.5 per cent of total non-Ford production. 1928 sales quota based on domestic sales estimate of 2,700,000 non-Ford cars.

Accessory	Per Cent Factory Equipped	Per Cent Secondary Market	Estimated Sales Possibilities in 1928 Production
Spare Wheel	11.6	88.4	2,390,000
Front Bumper	19.8	80.2	2,160,000
Rear Bumper	19.7	80.3	2,165,000
Shock Absorbers	39.6	60.4	1,630,000
Trunk	2.1	97.9	2,640,000
Trunk Rack	0.3	99.7	2,690,000
Spare Tire	1.3	98.7	2,670,000
Tire Lock	8.4	91.6	2,470,000
Heat Indicator	36.7	63.3	1,710,000
Dash Gas Gage	56.0	44.0	1,190,000
Car Heater	2.1	97.9	2,640,000
Cigar Lighter	4.8	95.2	2,570,000
Spotlight	0.7	99.3	2,680,000
Vanity Set	9.4	90.6	1,960,000[1]
Smoking Set	9.6	90.4	1,950,000[1]
Windshield Wings	9.6	90.4	1,488,000[2]
Clock	22.0	88.0	2,380,000
Tire Cover	0.3	99.7	2,690,000
Step Plates	2.8	97.2	2,620,000
Trouble Light	1.5	98.5	2,660,000
Power Pump	0.9	99.1	2,670,000
Parking Lights	33.7	66.3	1,760,000

[1] Closed cars only.
[2] Open cars only.

Replacement Sales—Cars and Trucks



NAME OF COMPANY	Securities Outstanding Jan. 1, 1928	Present Annual Dividend Per Share	Market Price Jan. 1 (Approx.)		Market of Entire Comp. Jan. 1. (000 omitted)	Price	Total Current Assets as of Sept. 30, 1927	Ratio Current Assets to Current Liabilities as of Sept. 30, 1927	Net Income After Depreciation, Interest and Taxes Calendar Years		Per Common Share	Quotations of Common Stock Calendar Year	
			1928	1927	1928	1927			Year	Total		High	Low
Auburn Automobile Co.	$1,100,000 Notes 92,171 Shares	$4.00	$120	$69	$12,062	$7,360	$6,341,012 May 31, '27	4.8 to 1 May 31, '27	1927 1926 1925	$865,869 (6mo.)* $943,262 (11mo.) $755,585	$9.39 $11.11 $12.42	123½ 73 53	69 41⅜ 40
Chandler-Cleveland Motors Corp.	350,000 Shs. Pfd. $4 280,000 Shs. Common	None None	$16 $5½	$22 $8½	$7,140	$10,080	$5,706,684 Dec. 31, '26	2.2 to 1 Dec. 31, '26	1927 1926 1925	$845,170 (9mo.) $401,330 $2,470,611 (11mo.)	$0.55 Nil $3.82	14 26	4½ 8½
Chrysler Corp.	$1,431,000 Bonds 215,198 Shs. Pfd. $8 2,712,080 Shs. Com.	$8.00 $3.00	$115 $63	$105 $43	$197,000	$140,300	$55,596,000	4.0 to 1	1927 1926 1925	$16,221,856 (9mo.) $15,448,587 $17,126,136	$5.52 $4.77 $5.67	63½ 54⅞ 253	38⅛ 28½ 34
Dodge Bros., Inc.	$63,355,500 Debs. 6% 850,000 Shs. Pfd. $7 2,435,024 Shs. Com.	$7.00 None	$74 $23	$82 $25	$176,000	$190,000	$42,914,642	2.9 to 1	1927 1926 1925	$7,649,119 (9mo.) $21,591,920 $13,746,657	$1.33 $6.46 $4.04	27½ 47¼ 48¾	13¼ 21¼ 21¾
Durant Motors, Inc.	2,036,030 Shares	None	$10	$8	$20,360	$16,280	Not Available	Not Available	1927 1926 1925	Not Available		14⅞ 14⅞ 21	5¾ 3½ 9⅞
Ford Motor Co. of Canada, Ltd.	70,000 Shares	$15.00 May 28, '27	[$564	$550	$39,200	$38,200	$19,391,015 Dec. 31, '26	13.0 to 1 Dec. 31, '26	1927 1926 1925	$5,341,177 $6,132,327 (Yr. ended July 31)	$76.30 $87.60	725 655 690	393 326 462
Franklin (H. H.) Mfg. Co.	$6,126,750 7% Pfd. 299,408 Shs. Com.	$7.00 None	$16	$20	$10,000	$11,500	$6,397,039 Dec. 31, '26	10.0 to 1 Dec. 31, '26	1927 1926 1925	$72,381 $1,983,103	Nil $4.35	19⅞ 33 43	12¼ 16 16½
Gardner Motor Co.	155,000 Shares	None	$14	$ 8	$2,565	$1,240	$984,453	8.4 to 1	1927 1926 1925	$99,292 $11,927d $2,098	$0.64 Nil $0.01	15½ 9¾ 16¼	6½ 5⅜ 4⅛
General Motors Corp.	$134,916,000 7% Pfd. 17,400,000 Shs. Com.	$7.00 $5.00 and extras	[$125 [$138	$121	$2,500	$1,473	$418,624,360	3.1 to 1	1927 1926 1925	$193,758,302 (9mo.) $176,698,743 $107,070,532	$10.70 $19.36 $19.15	141 225¾ 149¾	113¼ 113½ 64⅝
Graham-Paige Motors Co.	$1,900,600 7% Pfd. $3,886,200 2nd 7% Pfd. 736,956 Shs. Com.	$7.00 $7.00 None	$18		$18,730	$9,000	$8,657,536	3.1 to 1	1927 1926 1925	$1,796,103(d.)(9mo.) $500,206 $2,437,866	Nil $0.49 $3.04	18¾ 28½ 33	7⅛ 9 17¾
Hudson Motor Car Co.	1,596,660 Shares	$5.00	$83	$54	$129,000	$88,000	$21,561,395 Dec. 31, '26	2.9 to 1 Dec. 31, '26	1927 1926 1925	$14,042,536 (9mo.) $5,372,874 Yr. end $21,378,504 Nov. 30	$8.79 $3.66 $16.07	91½ 123¼ 139½	48⅛ 40¾ 33¾
Hupp Motor Car Corp.	1,005,190 Shares	$1.40	$34	$22	$34,150	$22,100	$16,072,000	4.3 to 1	1927 1926 1925	$1,587,902 (9mo.) $3,507,629 $2,916,939	$1.58 $3.49 $3.19	36¼ 28⅜ 31	16 17 14⅛
Jordan Motor Car Co., Inc.	$925,250 7% Pfd 126,000 Shs. Com.	$1.00 None	$14	$21	$2,500	$3,460	$1,429,130 Dec. 31, '26	3.4 to 1 Dec. 31, '26	1927 1926 1925	$25,899(d.)(8mo.) $96,794† $433,239†	Nil	22½ 66 65	12⅜ 12 35⅜
Marmon Motor Car Co.	$500,000 Bonds $1,000,000 7% Pfd. 200,000 Shs. Com.	$7.00 $4.00	$45	$42	$10,500	$9,900	$6,067,136	2.7 to 1	1927 1926 1925	$1,239,532(Yr. end $1,669,800 July 31) $1,524,275 (6mo.)	$5.84 $8.00 $7.45	62¼ 50⅜	39½ 43½
Moon Motor Car Co.	241,000 Shares	None	$ 7	$12	$1,680	$2,900	$2,092,409 Aug. 31	3.1 to 1 Aug. 31	1927 1926 1925	$182,002(d.)(8mo.) $498,639(def.) $1,102,828	Nil Nil $6.13	12½ 37⅜ 42	6 9¾ 22¾
Nash Motors Co.	2,730,000 Shares	$4.00 and extras	$100	$69	$273,000	$188,000	$46,747,000 Dec. 31, '26	3.6 to 1	1927 1926 1925	$15,790,259 (9mo.) $23,346,306 $16,256,216	$5.78 $8.50 $55.70	101⅞ 71 488	60¼ 52 193½
Packard Motor Car Co.	3,004,264 Shares	$3.00	$62	$37	$186,000	$111,000	$31,308,880 Nov. 30	4.3 to 1	1927 1926 1925	$11,743,498‡ $15,843,586‡ $12,191,081‡	$3.91 $5.27 $4.84	62 45¼ 48½	33⅜ 31¾ 15
Peerless Motor Car Corp.	258,589 Shares	None	$22	$27	$5,400	$6,900	$6,637,311	7.8 to 1	1927 1926 1925	$180,712 (9mo.) $919,883 $126,804	$0.70 $3.55 $0.51	32 36 40	20 23½ 10
Pierce-Arrow Motor Car Co.	$3,700,000 Deb. Bonds $10,000,000 8% Pfd. 328,750 Shs. Com.	None	$50 $15	$103 $22	$13,300	$20,500	$14,413,000 Dec. 31, '26	12.4 to 1 Dec. 31, '26	1927 1926 1925	$258,616(d.)(9mo.) $1,267,695 $1,629,782	Nil $1.42 $2.27	23⅜ 43⅛ 47¾	9⅛ 19 10⅞
Ree Motor Car Co.	2,000,000 Shares	$0.80 and extras	$26	$21	$52,000	$42,000	$25,078,382 Aug. 31	4.2 to 1 Aug. 31	1927 1926 1925	$4,145,792 (Years $4,257,919 ended $5,422,182 Aug. 31)	$2.07 $2.13 $2.71	27¾ 25⅛ 28	19⅛ 18½ 15¼
The Studebaker Corp.	$7,425,000 7% Pfd. 1,875,000 Shs. Com.	$7.00 $5.00	$123 $60	$121 $54	$121,600	$110,000	$52,974,000	4.3 to 1	1927 1926 1925	$11,627,592 (9mo.) $13,042,119 $16,619,522	$5.99 $6.67 $8.55	63½ 62 68⅛	49 47 41¼
Stutz Motor Car Co. of America, Inc.	$789,000 Bonds 232,827 Shs. Com.	None	$19	$18	$5,190	$4,950	$1,870,491 Dec. 31, '26	1.6 to 1 Dec. 31, '26	1927 1926 1925	$365,512 $1,660,385 (def.)	$1.57 Nil	21¾ 37¾ 28	12⅛ 16⅛ 6
Willys-Overland, Inc.	$6,000,000 Bonds $17,345,700 7% Pfd. 2,526,362 Shs. Com.	$7.00 None	$93 $20	$91 $22	$73,500	$78,900	$40,592,000 June 30	4 to 1 June 30	1927 1926 1925	$7,306,184† (9mo.) $1,819,690 $11,422,777	$0.23 $4.36	24¾ 34 34⅛	13⅛ 18 9⅛
Federal Motor Truck Co.	$1,375,000 Notes 430,756 Shares	$0.80 and extras	$18	$28	$9,120	$13,470	$6,677,591 Dec. 31, '26	9 to 1 Dec. 31, '26	1927 1926 1925	$532,514 (9mo.) $1,222,850 $1,234,799	$1.21 $2.98 $6.17	30⅞ 51 47⅜	17 23 30
Mack Trucks, Inc.	$2,600,000 Subsid. Bonds $16,253,591 Pfd. 782,127 Shs. Com.	$7.00 $6.00	$107	$98	$104,000	$97,000	$57,363,853 Dec. 31, '26	8.9 to 1 Dec. 31, '26	1927 1926 1925	$5,103,592 (9mo.) $8,852,453 $9,468,270	$5.44 $9.86 $12.37	118⅜ 159 242	88¼ 89⅜ 117
Republic Motor Truck Co., Inc.	$1,250,000 Bonds $990,300 7% Pfd. 252,000 Shs. Com.	$7.00 None	$46 $ 3	$46 $ 5	$2,410	$2,800	$3,177,196 Dec. 31, '26	5.0 to 1 Dec. 31, '26	1927 1926 1925	$365,889 $317,647	$0.98 $0.79	5¾ 11¾ 14	2 3⅛ 4½
White Co.	800,000 Shares	$2.00	$41	$56	$33,000	$45,000	$35,144,323 June 30	7.1 to 1 June 30	1927 1926 1925	$870,369 (6mo.) $2,566,291 $5,276,245	$1.09 $3.21 $10.55	58⅛ 90 104½	30¼ 51 57⅛
Yellow Truck & Coach Mfg. Co.	$15,000,000 7% Pfd. 800,000 Shs. Com. 1,300,000 Shs. Cl. "B"	$7.00 None	$89 $32	$99 $35			$28,672,529 Dec. 31, '26	8.1 to 1 June 30	1927 1926 1925	$1,147,367(d.)(9mo.) $1,125,922 $2,330,743	Nil $0.06 $2.13	40 [39⅝ 48¾	25 20 22⅛

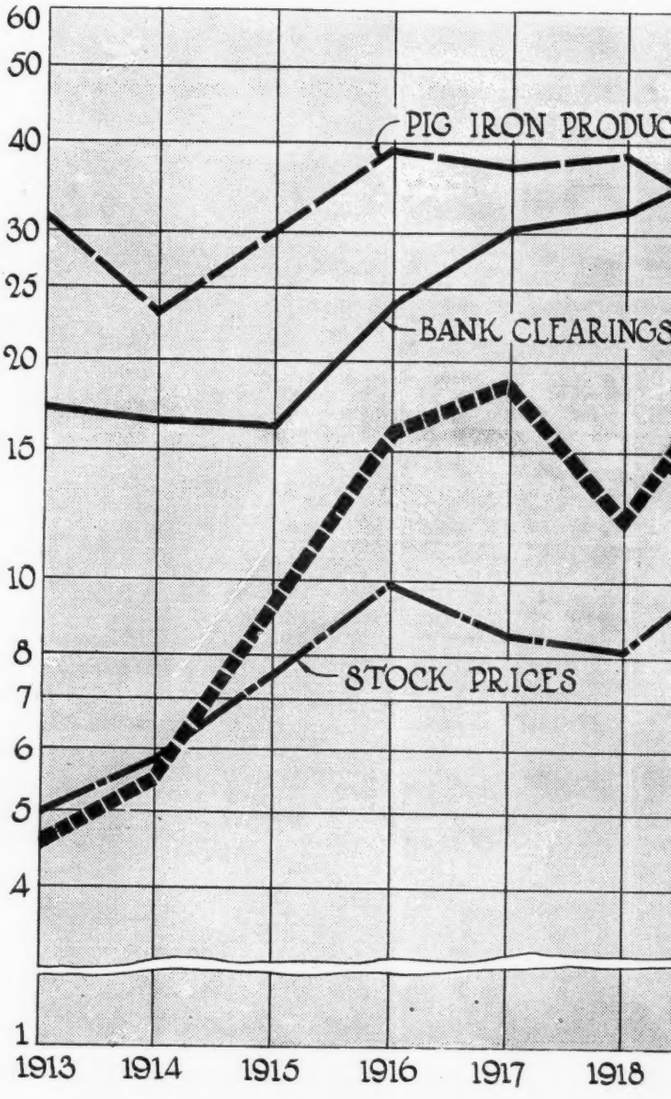
* To May 31. † Before Taxes. ‡ Years end Aug. 31.

Trend of Motor Ve

Related to General

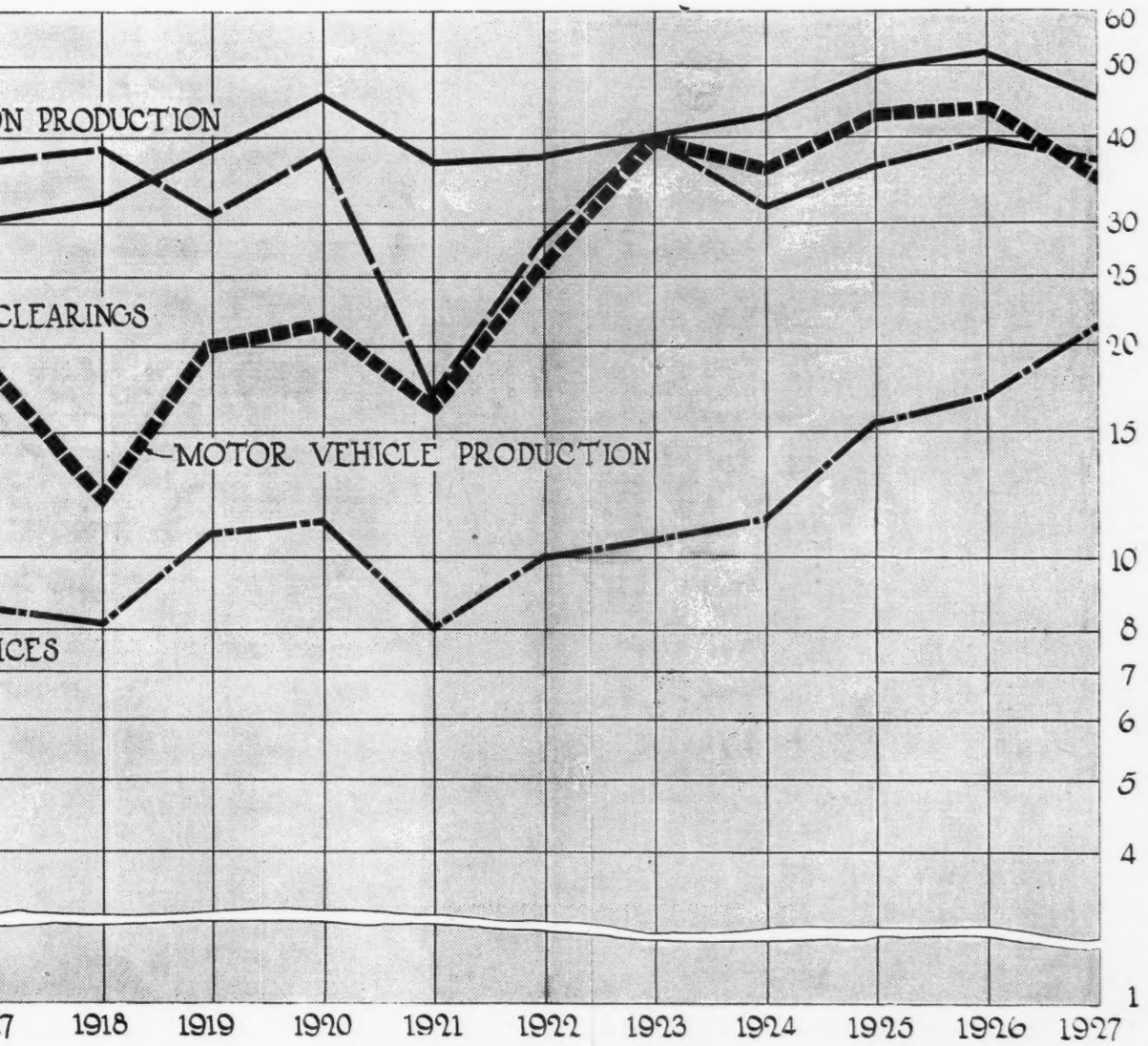
Materials Used in Automotive Industry—1927

	Amount
Copper and Brass	220,000,000 lb.
Malleable Iron Castings	278,000,000 tons
Alloy Steels	425,000 tons
Aluminum	65,000,000 lb.
Nickel	10,000,000 lb.
Plate glass	65,000,000 sq. ft.
Leather—	
Top Grains and Machine Buffs	17,745,000 sq. ft.
Machine Splits	20,040,000 sq. ft.
Hardwood	900,000,000 bd. ft.
Upholstery Cloth	38,000,000 yds.
Crude Rubber	630,000,000 lb.
Paint and Varnish	17,000,000 gal.
Cotton Fabric	219,000,000 lb.
Hair and Padding	42,000,000 lb.
Gasoline	9,697,000,000 gal.
Machine Tools	$70,100,000



Vehicle Production

ral Business Indexes

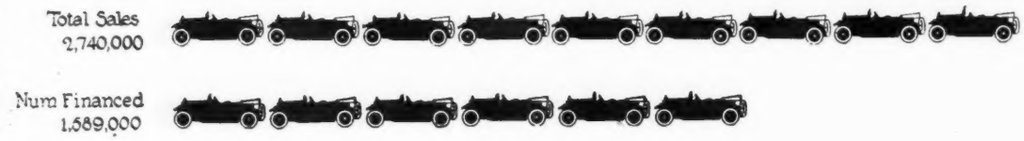


NAME OF COMPANY	Securities Outstanding Jan. 1, 1928	Present Annual Dividend Per Share	Market Price Jan. 1 (Approx.)		Market Price of Entire Comp. Jan. 1 (000 omitted)		Total Current Assets as of Sept. 30, 1927	Ratio Current Assets to Current Liabilities as of Sept. 30, 1927	Net Income After Depreciation, Interest and Taxes Calendar Years		Per Common Share Outstanding at End of Year	Quotations of Common Stock	
			1928	1927	1928	1927			Year	Total		High	Low
American-Bosch Magneto Corp.	207,399 Shares	None	$21	$18	$4,350	$3,720	$4,482,587	2.6 to 1	1927	$168,947 (9mo.)	$0.81	26¾	13
									1926	$448,319	$2.16	34⅝	16
									1925	$521,393	$2.51	54½	26⅛
Bohn Aluminum & Brass Co.	349,136 Shares	$1.50	$35	$14	$12,400	$4,900	$2,725,550 Dec. 31, '26	6.5 to 1 Dec. 31, '26	1927	$848,876 (9mo.)	$2.45	36¼	13
									1926	$373,744	$2.53	18¾	13
									1925			19	13½
Borg & Beck Co.	200,000 Shares	$4.00	$81	$55	$16,200	$11,000	$2,114,711	4.6 to 1	1927	$631,000 (9mo.)	$5.05	80¾	59
									1926	$907,222	$7.26	56¾	28
									1925	$645,974	$5.17	32¼	24½
Briggs Mfg. Co.	2,003,225 Shares	None	$23	$28	$46,000	$56,000	$18,895,407 Dec. 31, '26	4.6 to 1 Dec. 31, '26	1927	$2,563,944 (9mo.)	$1.28	36⅜	19⅛
									1926	$8,178,513	$4.08	37½	24
									1925	$8,141,657	$4.07	44½	27
Budd Mfg. Co., E. G.	$4,379,500 Bonds								1927	Not Available		34	20
	$8,255,200 Pfd.	$7.00			$19,650		$8,957,044		1926	Not Available		NotAv	ailable
	245,560 Shares Com.	None	$34				Dec. 31, '26		1925	$2,495,674		NotAv	ailable
C. G. Spring & Bumper Co.	$199,000 Bonds								1927	$318,656 (Fiscal		13¾	6¼
	$493,000 Pfd.	$8.00	$10	$10	$2,572	$2,412	$814,944	2.8 to 1	1926	$547,719 years		15⅛	8¼
	172,416 Shs. Com.	$0.70 and extras	$11	$10			Aug. 31, '27	Aug. 31, '27	1925	$460,934 end Aug. 31)		13	4
Continental Motors Corp.	$6,873,400 Bonds								1927	$1,444,331 *Years		13¾	8⅞
	1,760,845 Shs. Com.	$0.80	$11	$13	$26,400	$29,000	$12,434,270 Oct. 31, '27	7.3 to 1 Oct. 31, '27	1926	$2,026,327 end Oct.	$1.15	13⅞	9⅞
									1925	$2,811,623 31.	$1.60	15½	8¼
Eaton Axle & Spring Co.	250,000 Shares	$2.00	$21	$25	$6,750	$6,250	$3,587,000 June 30, '27	4.7 to 1 June 30, '27	1927	$742,237 (9mo.)	$2.97	29¼	21¼
									1926	$962,054	$3.85	32¾	22
									1925	$674,687	$2.70	30½	10½
Elec. Auto-Lite Co.	250,000 Shares	$6.00 and extras	$98	$64	$22,500	$14,500	$2,861,170 Dec. 31, '26	1.2 to 1 Dec. 31, '26	1927	$3,294,430 (9mo.)*		102	63¼
									1926	$1,777,693	$7.11	82¼	61¾
									1925	$2,204,434	$8.82	79	67
Gabriel Snubber Mfg. Co.	198,000 Shs. Cl. "A"	$3.50	$27	$29	$5,400	$5,800	$2,402,702 June 30, '27	4 to 1 June 30, '27	1927	$981,635 (9mo.)	$4.90	59	22
	2,000 Shs. Cl. "B"	$3.50							1926	$1,033,630	$5.17	42	25⅝
									1925	$1,314,081	$6.57	39⅞	28⅞
Kelsey-Hayes Wheel Corp.	$1,993,400 7% Pfd.	$7.00	$110						1927	$573,165 (6mo.)*		27	19
	398,522 Shs. Com.	$2.00	$23		$11,200		$6,840,844 June 30, '27	2.2 to 1 June 30, '27					
Marlin-Rockwell Corp.	343,761 Shares	$2.00 and extras	$48	$26	$16,500	$8,900	$3,824,203 Dec. 31, '26	3.8 to 1 Dec. 31, '26	1927	$709,650 (9mo.)	$2.06	55⅞	27
									1926	$1,124,394	$3.15	33	24½
									1925	$1,403,476	$4.75	32⅞	10¾
Marvel Carbureter Co.	75,000 Shares	$3.20 and extras	$63		$4,725		$958,887 June 30, '27	4.7 to 1 June 30, '27	1927	$548,728 (10mo.)	$7.32	63	46¼
									1926	$670,301	$8.94	Not	Listed
									1925	$370,851	$4.94	Not	Listed
Martin-Parry Corp.	125,000 Shares	$2.00	$16	$21	$2,000	$2,610	$2,130,823 Aug. 31, '27	2.4 to 1 Aug. 31, '27	1927	$5,235 Years end	$0.04	24¾	15⅝
									1926	$517,842 Aug. 31	$4.14	23	17
									1925	$202,140 (8mo.)	$1.62	37⅛	19
Moto Meter Co., Inc.	200,000 Shs. "A"	$3.60	$20	$34					1927	$796,824 (9mo.)"A"	$3.98	38¼	17
	200,000 Shs. "B"	None			$6,200	$9,000	$2,170,271	4.6 to 1	1926	$1,561,973 "A"	$7.81	53⅜	33⅜
	$750,250 Notes								1925	$1,794,592 "A"	$8.97	44⅞	38⅛
Motor Wheel Corp.	550,000 Shares	$2.00	$20	$35	$11,000	$19,250	$5,686,000	6.2 to 1	1927	$1,377,226 (9mo.)	$2.50		
									1926	$1,625,052	$2.81	33⅞	19¼
									1925	$2,502,027	$4.33	35	12⅞
Mullins Mfg. Corp.	$946,500 Pfd.	$8.00	$110	$97	$8,800	$1,915	$2,020,000	6.8 to 1	1927	$588,000		78	10
	100,000 Shares Com.	None	$78	$10					1926	$301,089*		19¾	8
									1925	$324,476	$2.47	21½	13
Murray Corp. of America	$5,104,285 Bds. & Pur. Mort.								1927	$311,342 (9mo.)*		43	16¼
	$251,100 Pfd. 8%				$11,900		$7,328,535	8.1 to 1	1926	$1,646,000 (11mo.)*			
	269,333 Shs. Com.	None	$25										
Reynolds Spring Co.	$1,022,500 Bonds								1927	$33,615(def.)(9mo.)	Nil	11¼	4
	$159,100 Pfd. 7% Cum.	None			$5,600	$3,600	$2,022,000	8.9 to 1	1926	$156,198(def.)	Nil	10⅝	4¼
	495,220 Shs. Com.	None	$9	$5					1925	$114,318(def.)	Nil	18	8
Spicer Mfg. Corp.	$1,800,000 Pfd. 8%	$8.00	$112						1927	$885,066 (9mo.)*		28¾	20⅛
	313,750 Shs. Com.	None	$25	$23	$9,850	$7,200	$2,902,643 Dec. 31, '26	5.0 to 1 Dec. 31, '26	1926	$1,638,990*		31⅝	18¾
									1925	$1,810,183	$5.05	36⅞	15½
Sparks-Withington Co.	$207,900 Pfd.	$7.00					$1,139,945	1.6 to 1	1927	$631,705*		39½	14
	149,280 Shs. Com.	$1.00	$34	$19	$5,300	$2,770	Dec. 31, '26	Dec. 31, '26	1926	$197,384	$1.14	28½	10
									1925	$410,506	$2.57	32	27¾
Stewart-Warner Speedometer Corp.	599,990 Shares	$6.00	$83	$65	$49,700	$39,000	$14,368,000	6.6 to 1	1927	$4,198,632 (9mo.)	$6.99	87½	54¼
									1926	$5,108,885	$8.42	92⅞	61
									1925	$7,544,089	$12.57	96½	55
Stromberg Carburetor Co. of America	80,000 Shares	$2.00	$44	$48	$3,510	$3,820	$1,644,061	6.8 to 1	1927	$145,931	$1.82	54½	26¼
									1926	$463,146	$5.79	77¾	47¾
									1925	$629,681	$7.87	89⅝	61
Timken-Detroit Axle Co.	$3,966,500 7% Pfd.	$7.00	$104	$100	$5,050	$4,966	$9,129,233 June 30	6.6 to 1 June 30	1927	$660,011 (6mo.)	$0.56	14	10¾
	832,073 Shs. Com.	$0.80	$12	$12					1926	$1,772,460	$1.62	13¾	8¾
									1925	$1,382,062	$1.18	9⅝	3¾
Timken Roller Bearing Co.	1,200,882 Shares	$5.00 Incl. Extras	$133	$83	$160,000	$100,000	$21,965,655 Dec. 31, '26	7.9 to 1 Dec. 31, '26	1927	$5,406,834 (6mo.)	$4.50	142½	78
									1926	$9,854,310	$8.26	85½	44⅞
									1925	$8,088,338	$6.73	80⅝	37¾
Watson Co., J. W	200,000 Shs. Com.	$2.00	$20		$8,000				1927	$401,082 (6mo.)	$2.00	25½	18¼
	450,000 Dfd. Com. (Privately held)						$721,210 June 30	3.3 to 1 June 30	1926	$577,450	$2.88	Not	Listed
									1925	$502,593	$2.51	Not	Listed

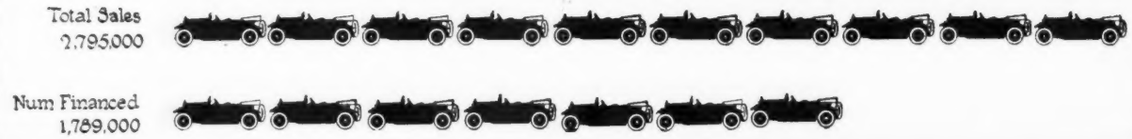
* Before Taxes.
† To Nov. 30.

Retail Financing Data

Number of New Cars Financed– 1927



Number of Used Cars Financed– 1927



Money Invested in New Car Sales–1927

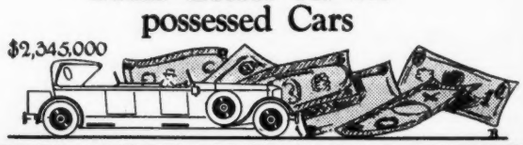
Retail Value of New Cars Sold. . .	$2,611,220,000
Money Advanced in Retail Financing	$ 911,886,000

Money Invested in Used Car Sales–1927

Retail Value of Used Cars Sold . . .	$ 1,118,000,000
Money Advanced in Retail Financing. . .	$ 511,654,000

Total Number of New Cars Repossessed

Total Losses on Repossessed Cars



Proportion of Financing Placed on Standard Terms–

1925 . . . 76%

1926 . . . 84%

1927 . . . 86%

Average Outstanding Liabilities of Finance Companies

New
$492,418,000

Used
$266,060,000

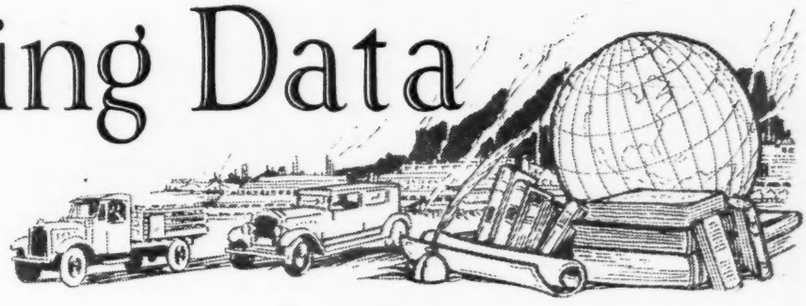
Loss per Repossessed Car-Standard Terms

1925 . . . $50

1926 . . . $65

1927 . . . $43

Marketing Data



Number *of* Dealers Holds *Steady*

BOTH passenger car and truck sales for 1927 were somewhat below those of 1926 but with Ford once more in the market and nearly all motor vehicle producers offering even better values than ever before the outlook for 1928 is considered exceptionally bright.

During the latter part of 1927 the total number of dealers decreased by about 1000, but the end of the year figures were slightly above 1926. Probably the fluctuation during the year was not particularly significant, especially as a part of the loss was in Ford dealers. However, the rapid gain in dealer representation that was characteristic of earlier years apparently has been definitely terminated, and manufacturers are concentrating on quality in dealerships rather than quantity.

Truck dealers number 23,842, of which 9208 handle Fords and 14,634 other makes of commercial cars. The ratio of Ford truck dealers to total is considerably higher than is the ratio of Ford car dealers to total car dealers.

More and more non-Ford dealers are including the sale of accessories as a part of their business and undoubtedly are enhancing their profits by this increase in their activities. During 1927 the number of Ford dealers who handle accessories decreased slightly but conditions were such that this may be meaningless.

In the chart at the lower right corner of page 232 is shown the relative number of car agencies by competitive groupings. In the present state of the industry it is rather hard to draw definite lines between competitive groups, but an attempt has been made as follows: Group 1 includes a number of low-priced cars such as Chevrolet, Essex, Pontiac, Whippet, etc. Group 2 takes in the next higher group with Auburn, Hudson, Hupmobile, Nash, Reo, Studebaker, etc. Group 3 includes some relatively high-priced cars such as Cadillac, Locomobile, Packard, etc. Group 4 consists of several makes of cars which are placed in two or more of the above price classes and includes Chrysler, Dodge, Marmon, Peerless, etc.

Total sales of cars and trucks for 1927 were approximately 3,072,000, of which cars contributed 2,740,000 and trucks 332,000. The replacement market for cars and trucks last year is estimated to be about 1,900,000, which leaves only 1,172,000 vehicles which were sold to first time buyers.

Ford registrations for 1927 decreased rather sharply from the previous year's figures, as was to be expected in view of the ever-growing number of cars scrapped while Ford additions were very limited during the year. Registrations of other cars increased slightly more rapidly than during the previous year.

In general, the number of passenger car dealers in a state is more or less proportional to motor vehicles in operation, although in some instances it follows population figures still more closely.

Pennsylvania has the greatest number of dealers but is second to New York in population and ranks fourth in motor vehicle registrations. California ranks seventh in population, fifth in the number of dealers and is second in registrations.

The effect of a highly concentrated metropolitan market on sales per dealer is well illustrated in the case of the District of Columbia. The District ranks fortieth in population, thirty-seventh in registrations but there is only one State with fewer car dealers operating.

Distribution of truck dealers does not apparently follow any known rule inasmuch as cities have, heretofore at least, been regarded as the most fruitful source of truck sales with the result that many agricultural States seem to be a bit undersupplied with retail truck outlets considering the potential farm market for commercial vehicles.

Number of Ford and Non-Ford Dealers

(As of September 1)

Year	Ford Dealers	Non-Ford Dealers	Total Dealers
1918	6,910	21,850	28,760
1919	7,640	23,230	30,870
1920	7,510	27,110	34,620
1921	7,970	28,740	36,710
1922	8,860	28,040	36,900
1923	9,870	31,380	41,250
1924	10,810	35,310	46,120
1925	9,010	36,020	45,030
1926	9,210	40,230	49,440
(May) 1927	9,380	41,490	50,870
(Dec.) 1927	8,984	40,606	49,590

Marketing Data

Distribution of Dealers by States

(From Direct Mail Div., Chilton Class Journal Co.)

	Cars		Trucks	
	Ford	Non-Ford	Ford	Non-Ford
Alabama	127	263	126	94
Arizona	34	150	35	80
Arkansas	159	331	152	105
California	400	1,966	374	623
Colorado	116	532	103	227
Connecticut	39	550	48	156
Delaware	28	59	28	16
Dist of Col.	11	65	13	24
Florida	124	507	124	162
Georgia	200	382	188	147
Idaho	60	244	61	95
Illinois	514	2,618	523	878
Indiana	267	1,407	292	371
Iowa	372	1,707	379	729
Kansas	333	1,105	300	389
Kentucky	150	596	176	196
Louisiana	98	262	133	99
Maine	87	395	85	161
Maryland	87	432	82	149
Massachusetts	186	1,009	207	286
Michigan	402	1,737	377	611
Minnesota	357	1,556	323	642
Mississippi	164	283	152	106
Missouri	314	1,118	313	337
Montana	85	316	83	136
Nebraska	282	833	273	364
Nevada	19	87	18	30
N. Hampshire	46	227	44	64
N. Jersey	154	1,242	161	369
N. Mexico	30	129	45	56
N. York	491	3,343	461	1,256
N. Carolina	193	554	206	195
N. Dakota	157	505	163	258
Ohio	472	2,604	461	863
Oklahoma	251	667	254	231
Oregon	95	400	92	145
Pennsylvania	515	3,364	521	1,228
Rhode Island	12	185	14	44
S. Carolina	105	232	117	73
S. Dakota	146	577	146	266
Tennessee	114	404	145	166
Texas	266	1,413	484	537
Utah	56	202	57	80
Vermont	43	222	43	95
Virginia	195	540	194	237
Washington	149	706	151	243
W. Virginia	102	597	111	253
Wisconsin	345	1,796	337	696
Wyoming	32	187	33	76
Total	8,984	40,606	9,208	14,634

Proportion of Cars and Trucks in Each State

	Cars	Trucks
Alabama	86.9	13.1
Arizona	86.1	13.9
Arkansas	84.5	15.5
California	87.4	12.6
Colorado	91.7	8.3
Connecticut	84.5	15.5
Delaware	81.4	18.6
Dist. of Col.	88.4	11.6
Florida	84.2	15.8
Georgia	87.2	12.8
Idaho	89.8	10.2
Illinois	87.2	12.8
Indiana	85.7	14.3
Iowa	90.9	9.1
Kansas	89.1	10.9
Kentucky	89.6	10.4
Louisiana	84.7	15.3
Maine	82.7	17.3
Maryland	96.6	3.4
Massachusetts	88.1	11.9
Michigan	86.5	13.5
Minnesota	87.3	12.7
Mississippi	91.1	8.9
Missouri	89.5	10.5
Montana	84.0	16.0
Nebraska	91.6	8.4
Nevada	79.1	20.9
N. Hampshire	87.5	12.5
N. Jersey	81.0	19.0
N. Mexico	93.3	6.7
N. York	83.1	16.9
N. Carolina	90.6	9.4
N. Dakota	90.1	9.9
Ohio	87.3	12.7
Oklahoma	91.3	8.7
Oregon	91.1	8.9
Pennsylvania	85.8	14.2
Rhode Island	83.5	16.5
S. Carolina	89.8	10.2
S. Dakota	90.3	9.7
Tennessee	91.4	8.6
Texas	89.1	10.9
Utah	85.7	14.3
Vermont	92.1	7.9
Virginia	85.4	14.6
Washington	85.0	15.0
W. Virginia	87.1	12.9
Wisconsin	87.3	12.7
Wyoming	87.7	12.3
Total	87.3	12.7

Marketing Data

Commercial Car Sales by States—1927

Approximate Figures

	No.	% of Total
Alabama	5,900	1.8
Arizona	1,300	0.4
Arkansas	5,000	1.5
California	15,500	4.7
Colorado	3,700	1.1
Connecticut	6,800	2.1
Delaware	1,000	0.3
Dist. of Col.	1,700	0.5
Florida	4,800	1.4
Georgia	5,300	1.6
Idaho	1,700	0.5
Illinois	16,300	4.9
Indiana	11,300	3.4
Iowa	6,700	2.0
Kansas	4,300	1.3
Kentucky	4,000	1.2
Louisiana	3,100	0.9
Maine	3,100	0.9
Maryland	4,700	1.4
Massachusetts	10,400	3.1
Michigan	14,600	4.4
Minnesota	7,100	2.1
Mississippi	4,000	1.2
Missouri	11,000	3.3
Montana	3,300	1.0
Nebraska	4,900	1.5
Nevada	400	0.1
N. Hampshire	1,400	0.4
N. Jersey	15,500	4.7
N. Mexico	800	0.2
N. York	35,300	10.7
N. Carolina	7,500	2.3
N. Dakota	3,000	0.9
Ohio	15,300	4.6
Oklahoma	7,900	2.4
Oregon	3,000	0.9
Pennsylvania	25,100	7.6
Rhode Island	2,200	0.7
S. Carolina	2,900	0.9
S. Dakota	2,300	0.7
Tennessee	3,700	1.1
Texas	15,700	4.7
Utah	1,400	0.4
Vermont	1,200	0.4
Virginia	6,400	1.9
Washington	5,000	1.5
W. Virginia	2,800	0.8
Wisconsin	10,800	3.3
Wyoming	900	0.3
Total	332,000	100.0

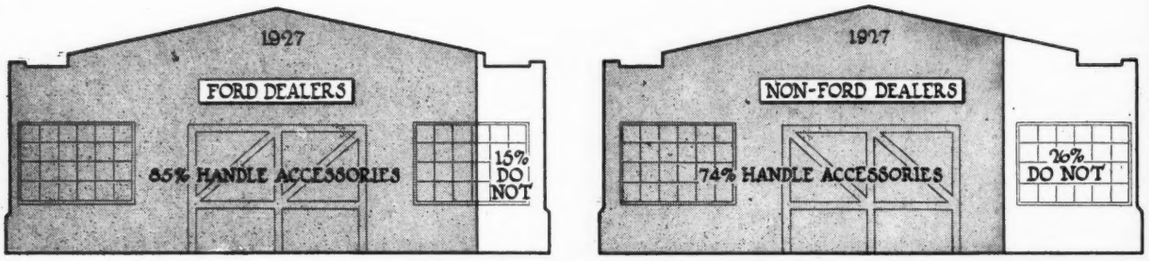
Passenger Car Sales by States—1927

Approximate Figures

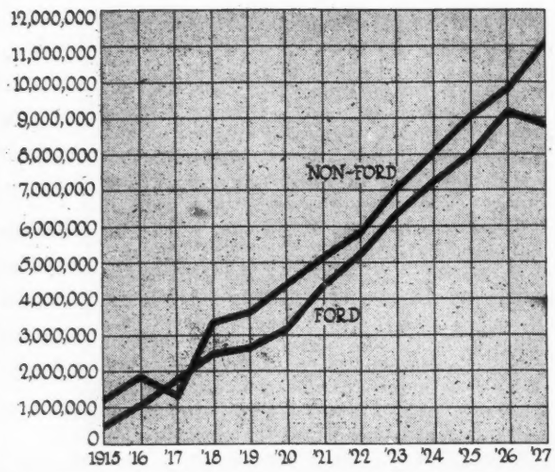
	No.	% of Total	% of 1926 Total
Alabama	36,000	1.31	0.79
Arizona	9,900	0.36	0.30
Arkansas	31,600	1.15	1.20
California	179,900	6.57	6.21
Colorado	30,800	1.12	0.96
Connecticut	42,400	1.55	1.24
Delaware	6,800	0.25	0.25
Dist. of Col.	17,900	0.65	0.68
Florida	31,500	1.15	2.33
Georgia	35,600	1.30	1.57
Idaho	13,400	0.49	0.51
Illinois	159,800	5.83	5.90
Indiana	93,500	3.41	3.07
Iowa	70,800	2.59	2.85
Kansas	46,000	1.68	1.76
Kentucky	33,700	1.23	1.26
Louisiana	24,300	0.89	1.12
Maine	18,700	0.68	0.61
Maryland	34,400	1.25	1.19
Massachusetts	94,500	3.45	3.19
Michigan	149,300	5.45	5.90
Minnesota	60,400	2.21	2.50
Mississippi	27,000	0.98	1.61
Missouri	91,700	3.35	3.25
Montana	16,600	0.61	0.47
Nebraska	41,600	1.52	1.74
Nevada	2,300	0.08	0.20
N. Hampshire	10,600	0.39	0.38
N. Jersey	87,000	3.17	3.25
N. Mexico	6,100	0.22	0.20
N. York	241,600	8.82	7.64
N. Carolina	59,800	2.18	1.99
N. Dakota	15,200	0.55	0.80
Ohio	142,300	5.20	5.33
Oklahoma	66,200	2.42	2.62
Oregon	27,100	0.99	1.04
Pennsylvania	223,300	8.15	7.40
Rhode Island	14,900	0.54	0.40
S. Carolina	22,000	0.80	0.78
S. Dakota	18,800	0.69	0.60
Tennessee	43,400	1.58	2.22
Texas	136,600	4.99	4.90
Utah	10,900	0.40	4.90
Vermont	9,100	0.33	0.29
Virginia	43,000	1.57	1.57
Washington	36,000	1.31	1.20
W. Virginia	34,100	1.24	1.02
Wisconsin	84,900	3.10	3.09
Wyoming	6,700	0.24	0.23
Total	2,740,000	100.0	100.0

Marketing Data

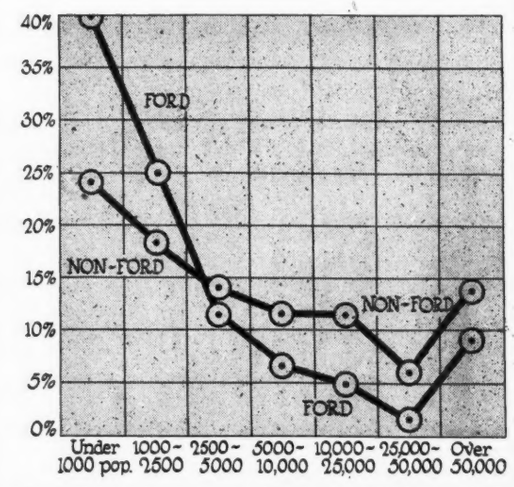
Percentage of Dealers Handling Accessories



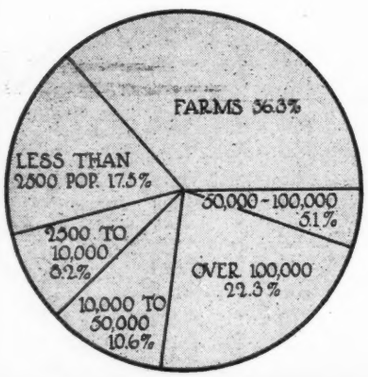
Ford and Non-Ford Car Registrations



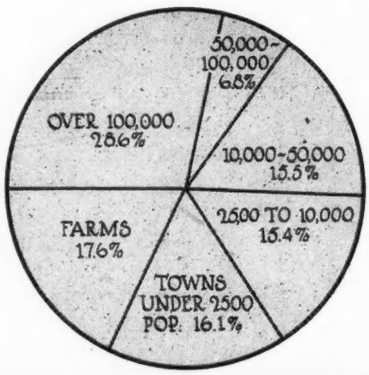
Ford and Non-Ford Dealers by Town Sizes



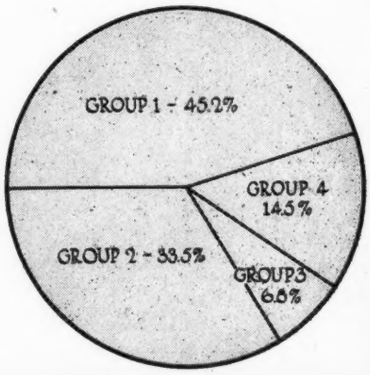
Car Registration by Town Sizes



Truck Registration by Town Sizes



Car Agencies By Price Classes



Highways

Growth of Highway Mileage and Expenditures 1904-1926

Total Mileage		Surfaced Road Mileage		Rural Highway Expenditures	
1904	2,151,379	1904	153,500	1904	$59,527,170
1909	2,199,645	1909	190,000	1909	240,263,784
1914	2,445,761	1914	257,300	1914	911,589,895
1921	2,941,294	1921	387,700	1921	898,352,307
1925	2,994,828	1925	521,923	1925	1,288,939,707
1926	3,069,723	1926	563,532	1926	1,261,744,210

Total Mileage and Mileage of Surfaced Roads in State Highway Systems

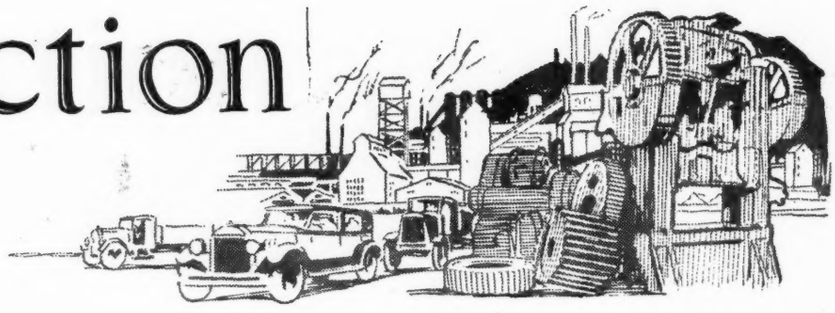
	Total Mileage Jan. 1, 1927	Miles of Surfaced Roads Jan. 1, 1927	Miles Surfaced During 1926		Total Mileage Jan. 1, 1927	Miles of Surfaced Roads Jan. 1, 1927	Miles Surfaced During 1926		Total Mileage Jan. 1, 1927	Miles of Surfaced Roads Jan. 1, 1927	Miles Surfaced During 1926
Alabama	3,936	2,173	496	Maryland ...	2,420	2,420	148	Oregon	4,469	3,220	375
Arizona	2,031	1,422	113	Massachusetts	1,564	1,551	103	Pennsylvania.	12,033	8,440	1,045
Arkansas	8,346	4,153	874	Michigan	6,757	6,229	354	Rhode Island	822	452	50
California ...	6,582	3,538	265	Minnesota ..	6,931	6,354	1,728	S. Carolina ..	5,143	3,870	632
Colorado	8,967	3,499	407	Mississippi ..	6,721	3,839	584	S. Dakota ...	5,924	2,468	473
Connecticut ..	1,952	1,819	201	Missouri	7,640	3,376	1,167	Tennessee ...	5,051	3,556	473
Delaware	591	591	85	Montana	7,957	927	124	Texas	18,728	9,256	969
Florida	5,654	2,725	358	Nebraska	6,256	2,764	1,476	Utah	3,249	1,190	180
Georgia	6,259	2,665	387	Nevada	2,996	1,023	200	Vermont	4,462	3,139	139
Idaho	4,668	2,438	373	New Hamp're	2,257	1,963	186	Virginia	5,210	3,839	187
Illinois	9,460	4,496	408	New Jersey .	1,458	1,297	54	Washington..	3,284	2,607	127
Indiana	4,263	4,155	386	New Mexico .	9,214	1,685	482	W. Virginia ..	3,785	1,732	494
Iowa	6,654	3,470	994	New York ...	14,068	9,854	581	Wisconsin ...	10,280	8,420	1,016
Kansas	7,887	1,339	1,476	N. Carolina..	6,218	5,464	1,092	Wyoming	3,136	929	233
Kentucky ...	9,647	4,192	435	N. Dakota ..	6,838	1,335	977				
Louisiana ...	8,000	4,707	595	Ohio	11,000	9,591	2,481				
Maine	1,575	1,306	135	Oklahoma ...	5,589	1,585	437	Total	287,928	163,059	26,552

Road Mileage, Road Income and Other Related Data for United States in 1926, 1925, 1921, 1914 and 1909

	1909	1914	1921	1925	1926
Total Road Mileage	2,199,645	2,445,761	2,941,294	2,994,823	3,069,723
Surfaced Mileage	190,476	257,291	387,760	521,923	563,532
Percentage Surfaced	8.7	10.5	13.2	17.4	18.4
Total Income for all Rural Road Purposes	[1]	$240,263,784	$1,149,437,896	$1,358,508,009	$1,356,226,072
State and Local Road and Bridge Bonds Outstanding at End of Year	[1]	$344,763,082	$1,222,312,300	$259,190,271	$248,259,417
Land Area (Square Miles)	2,973,830	2,973,830	2,973,830	2,973,830	2,973,830
Population	[2]91,641,197	[2]91,641,197	[3]105,273,049	[4]113,110,000	[5]118,628,000
Rural Population	[2]49,348,883	[2]49,348,883	[3]51,406,017	[3]51,406,017	[3]51,406,017
Miles of Road per Square Mile of Area	0.74	0.82	0.99	1.005	1.03
Miles of Road per 1000 of Rural Population	44.6	49.5	57.2	58.3	59.8
Surfaced Mileage per Square Mile of Area	0.064	0.086	0.130	0.175	0.190
Surfaced Mileage per 1000 of Rural Population	3.86	5.21	7.54	10.2	10.9
Road and Bridge Income per Mile of Road	[1]	$98.22	$390.79	$453.62	$441.81
Road and Bridge Income per Square Mile of Area	[1]	$80.79	$386.52	$456.82	$456.05
Road and Bridge Income per Capita	[1]	$2.62	$10.92	$12.01	$11.44

[1]—No data available. [2]—1910 Census. [3]—1920 Census. [4]—1925 Census Estimate. [5]—July 1, 1927, Estimate.

Production



Total *Car* Output Lower *in* 1927

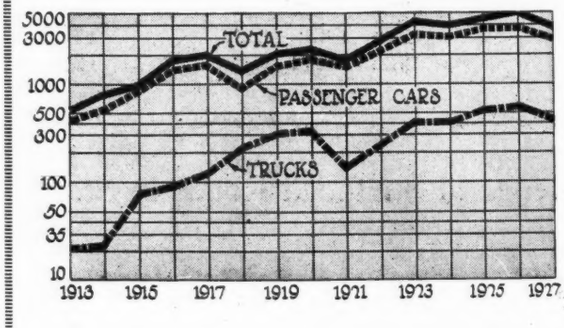
By K. W. Stillman

WHILE total car and truck production in the United States and Canada for 1927 was the lowest it has been since 1922, still it was only about 200,000 units less than that of 1924 and, with the chief exception of Ford, was another record-breaking year both in output and profits for most producers. The wholesale value of cars produced did not show as great a proportionate drop as did the number produced, which resulted from the generally higher average price being paid for cars by consumers despite continued price reductions.

In the truck market the opposite was true, the wholesale value showing a greater proportionate drop than output, due to a general lowering of the average price level for which trucks are being bought.

A considerable share of the decreased production of 1927 over

Car and Truck Production



Passenger Car Production

(United States and Canada)

Year	Number	Value, Wholesale
1912	356,000	$335,000,000
1913	461,500	399,902,000
1914	543,679	413,859,379
1915	818,618	565,978,950
1916	1,525,578	921,378,000
1917	1,740,792	1,053,505,781
1918	926,388	801,937,925
1919	1,657,652	1,461,785,925
1920	1,883,158	1,809,170,963
1921	1,514,000	1,093,918,000
1922	2,397,827	1,567,003,041
1923	3,760,956	2,276,399,270
1924	3,320,814	2,011,038,288
1925	3,899,770	2,523,642,558
1926	3,973,236	2,730,385,507
1927	3,085,738*	2,190,000,000

*2,938,868 produced in United States and 146,870 in Canada.

Motor Truck Production

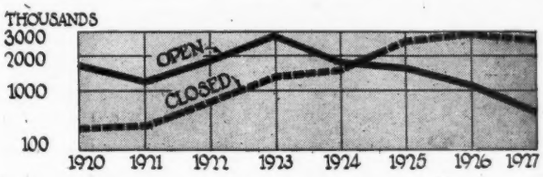
(United States and Canada)

Year	Number	Value, Wholesale
1912	22,000	$21,000,000
1913	23,500	43,000,000
1914	25,375	45,098,464
1915	74,000	125,800,000
1916	92,130	161,000,000
1917	128,157	220,982,668
1918	227,250	434,168,992
1919	316,364	423,326,621
1920	311,531	423,249,410
1921	142,402	164,858,550
1922	248,402	220,119,667
1923	405,737	305,999,606
1924	415,350	307,211,344
1925	527,323	433,744,079
1926	530,655	433,371,169
1927	487,575*	366,750,000

* 455,019 produced in United States and 32,556 in Canada.

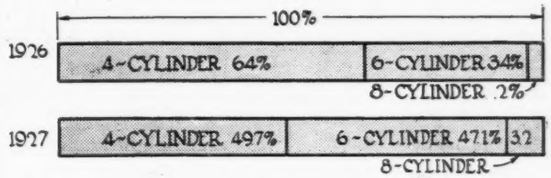
Production

Open and Closed Car Output



Although the number of closed cars produced in 1927 was less than in 1926, the reduction was small compared with the loss in open car output

Car Output by Cylinders



Due partly to the Ford situation, the proportionate number of six-cylinder cars produced increased greatly during 1927

1926 was absorbed in open car output, the number of closed cars produced during 1927 being only about 300,000 less than in 1926 while open car output fell off about 600,000. Closed car production during 1927 made up 81.7 per cent of the total output, a gain of nearly 10 per cent over 1926 figures.

A very notable increase was made during 1927 in the relative number of six-cylinder cars produced. Part of this result can be directly attributed to the absence of Ford production during much of the year, but even with this element eliminated there undoubtedly has been a real increase in the relative number of six-cylinder cars produced. Last year six-cylinder cars made 47.1 per cent of the total as compared with 34 per cent for 1926. All of this gain was at the expense of four-cylinder cars, since the proportionate number of eight-cylinder cars produced also increased from 2 per cent in 1926 to 3.2 per cent last year.

Rather small changes were made in the output of trucks by various capacity classes, the absence of Ford apparently having less influence in this field than in that of passenger cars. Both 1-ton and 1½-ton trucks decreased slightly in relative numbers while ¾-ton and those over 1½ tons gained.

In this last class all individual sizes increased in relative numbers except trucks of 5 tons and over and the miscellaneous class which includes buses, ambulances and similar vehicles not possible to rate by weight.

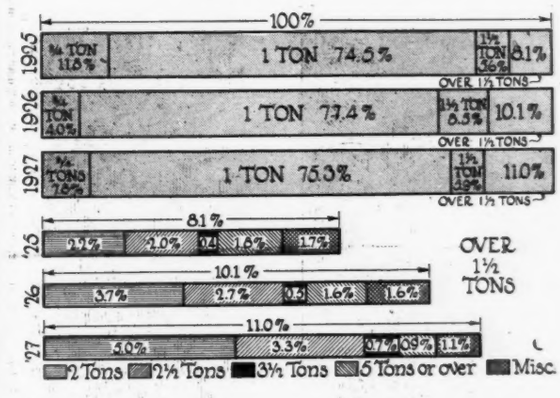
Foreign assembly sales continue to grow in importance, more American manufacturers having established assembly plants during the past year. As is explained in some detail in the export analysis elsewhere in this issue, the figures given in the present table include units which both have and have not been declared as complete vehicles upon export. Some units were so declared while others have been declared merely as

Foreign Assembly Sales

Year	No. of Foreign Assembly Plants	No. of Foreign Assembly Sales
1923	7	75,985
1924	10	116,148
1925	17	152,262
1926	26	145,774
1927	33	192,981

Sales figures include sales of cars assembled from parts exported from U. S. and Canada without regard as to whether or not they have been declared, on export, as "parts for assembly" or a relative number of cars. Sales do not include those from the British Ford plant which are made up of almost 100 per cent British materials. Number of plants includes only those which perform a number of manufacturing operations in addition to simply putting parts together. Source: Automotive Division, Department of Commerce.

Truck Output by Capacities



Little change was experienced in truck production by capacities. A continuation of the increase in large capacity trucks was most noticeable

Ratio of U. S. Exports to Production

Per Cent Exported

	1919	1923	1924	1925	1926	1927
Passenger Cars	4.0	3.4	4.6	6.4	6.2	9.5
Motor Trucks	5.1	6.6	7.1	11.8	13.6	23.6
Tires		4.0	3.6	3.9	3.6	4.2

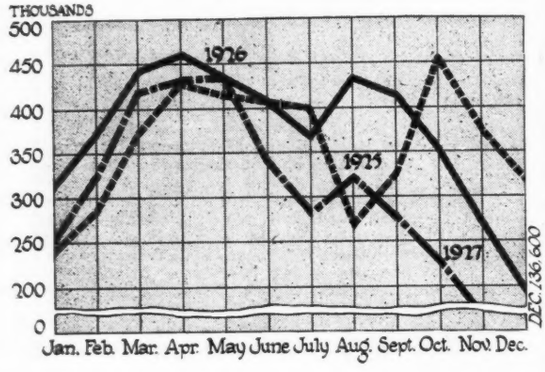
Production

Number and Per Cent of Truck Production by Capacities

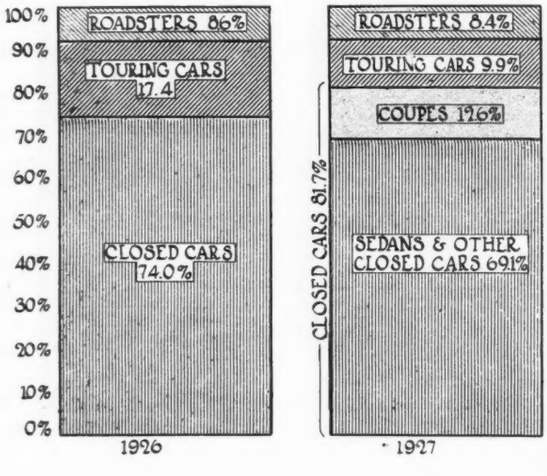
(United States and Canada)
(Based on N.A.C.C. Data)

	1924		1925		1926		1927	
	Number	%	Number	%	Number	%	Number	%
¾ ton or less	58,900	14.2	62,100	11.8	21,100	4.0	38,000	7.8
1 to 1½ tons	299,800	72.1	393,200	74.5	411,100	77.4	367,100	75.3
1½ to 2 tons	20,500	4.9	29,200	5.6	45,200	8.5	28,800	5.9
2 to 2½ tons	11,600	2.8	11,900	2.2	19,700	3.7	24,400	5.0
2½ to 3½ tons	10,800	2.6	10,900	2.0	14,400	2.7	16,100	3.3
3½ to 5 tons	2,400	0.6	2,200	0.4	2,400	0.5	3,400	0.7
5 tons and over	11,400	2.8	9,300	1.8	8,500	1.6	4.400	0.9
Miscellaneous	..	..	8,500	1.7	8,300	1.6	5,400	1.1
Total	415,400	100	527,300	100	530,700	100	487,600	100

Monthly Output of Cars and Trucks



Car Output by Models



"parts" without any information as to the number of complete vehicles which might be assembled from them. The task of analyzing these figures so as to determine, without duplication, the complete foreign market for American cars is a difficult one and is discussed more fully in the export section.

A summary of 1927 production data follows:

Passenger Cars—	
United States	2,938,868
Canada	146,870
Trucks—	
United States	455,019
Canada	32,556
Buses	11,500
Motorcycles	45,000
Tires	66,000,000
Airplanes—	
Total	2,400
Commercial	1,700
Foreign Assemblies	192,981
Closed Cars	2,521,000

An attempt has been made to classify cars produced by models with the result shown in an accompanying chart. Details of 1926 closed car output are not avail-

Foreign Motor Vehicle Production

	1923	1924	1925	1926	1927
Great Britain..	88,000	132,000	153,000	199,000	228,500
France	125,000	145,000	177,000	200,000	*190,000
Italy	20,000	35,000	39,500	64,800	60,000
Germany	35,000	18,000	55,000	75,000	*66,000
Belgium	3,600	4,500	5,600	8,000	8,500
Czechoslovakia.	...	...	...	7,500	12,000
Austria	...	...	...	5,000	...
Spain	...	...	...	1,000	...
Hungary	...	...	...	...	500
Russia	...	...	...	...	500

* Includes U. S. assemblies.

Production

Number and Percentage of Passenger Car Production by Price Classes

Year	Under $1000		$1000-$2000		$2000-$3000		Over $3000	
	No.	%	No.	%	No.	%	No.	%
1912	156,000	43.8	169,800	47.7	10,300	2.9	19,900	5.6
1913	289,400	62.7	131,500	28.5	23,100	5.0	17,500	3.8
1914	339,800	62.5	160,400	29.5	29,900	5.5	13,600	2.5
1915	591,900	72.3	199,700	24.4	18,000	2.2	9,000	1.1
1916	1,240,300	81.3	236,500	15.5	36,600	2.4	12,200	0.8
1917	1,389,200	79.8	304,600	17.5	26,100	1.5	20,900	1.2
1918	663,300	71.6	224,200	24.2	31,500	3.4	7,400	0.8
1919	976,400	58.9	578,500	34.9	69,600	4.2	33,200	2.0
1920	1,118,600	59.4	619,600	32.9	81,000	4.3	64,000	3.4
1921	1,044,700	69.0	352,800	23.3	81,700	5.4	34,800	2.3
1922	1,774,400	74.0	522,700	21.8	59,900	2.5	40,800	1.7
1923	3,068,300	81.6	617,300	16.4	45,200	1.2	30,200	0.8
1924	2,434,800	73.3	800,200	24.1	42,900	1.3	42,900	1.3
1925	2,853,700	73.2	913,600	23.4	70,300	1.8	62,400	1.6
1926	3,059,500	77.0	778,500	19.6	63,600	1.6	71,600	1.8
1927	2,005,700	65.0	907,200	29.4	138,900	4.5	33,900	1.1

Production of Closed Cars

(Percentage of Closed Cars to Total Production in Each Price Class)

Year	Under $1000	$1000-$2000	$2000-$3000	Over $3000
1919	9.0	8.0	24.0	30.5
1920	19.1	12.0	22.0	22.3
1921	21.5	18.5	36.8	44.0
1922	24.3	39.6	80.4	78.7
1923	32.4	35.8	82.8	90.3
1924	32.3	71.6	77.7	91.4
1925	49.8	73.8	80.0	82.5
1926	68.0	84.5	84.4	75.0
1927	84.0	77.7	78.3	81.7

able to compare with that of 1927 but it is evident that the increase in total closed car production for 1927 over the previous year was made at the expense, almost entirely, of phaetons.

Motor vehicle production in Great Britain during 1927 was of record-breaking proportions while that of most other foreign producing countries was slightly under the 1926 totals. The figures given in the accompanying table for Great Britain and Germany include Ford assemblies because, while these are American designed cars, they are built almost entirely of British and German materials.

Production in the lowest-price class of passenger cars showed a considerable relative decrease over previous years, marking, undoubtedly, the extent of the Ford influence on this market. Most of this loss was taken up by the class of cars selling between $1,000 and $2,000, which made up a proportionately larger share of production than ever before and was second only to 1925 in actual number of cars produced.

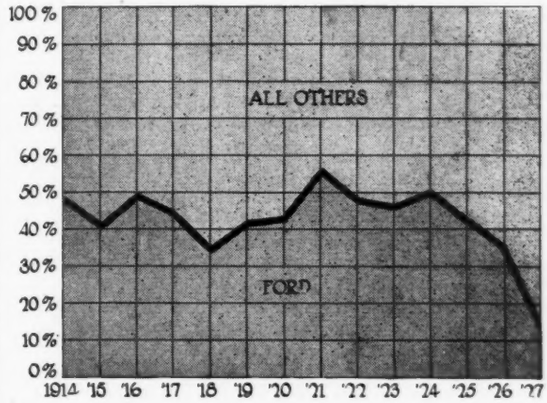
Ratio of Ford output to total declined severely, of course. It will be very interesting to watch this particular curve during the next few years.

Fabric tires have almost disappeared from the market. Balloon tires for the first time make up over half the total pneumatic tire output although high pressure cords continue to be built for replacement purposes.

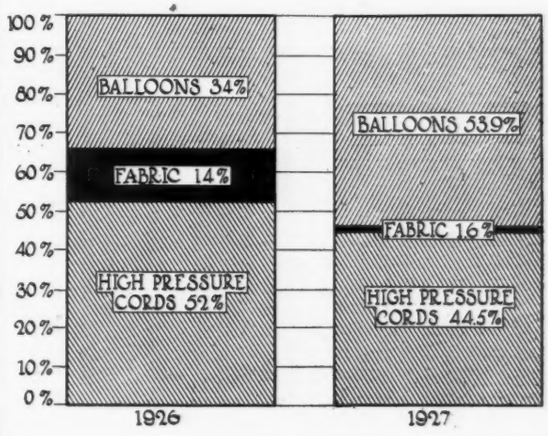
Open and Closed Car Production

Year	Open	Closed	% Closed
1919	1,497,000	161,000	10.3
1920	1,563,000	320,000	17.0
1921	1,179,000	335,000	22.1
1922	1,679,000	719,000	30.0
1923	2,515,000	1,246,000	34.0
1924	1,892,000	1,429,000	43.0
1925	1,696,000	2,204,000	56.5
1926	1,114,000	2,859,000	72.0
1927	564,700	2,521,000	81.7

Ratio of Ford Output to Total

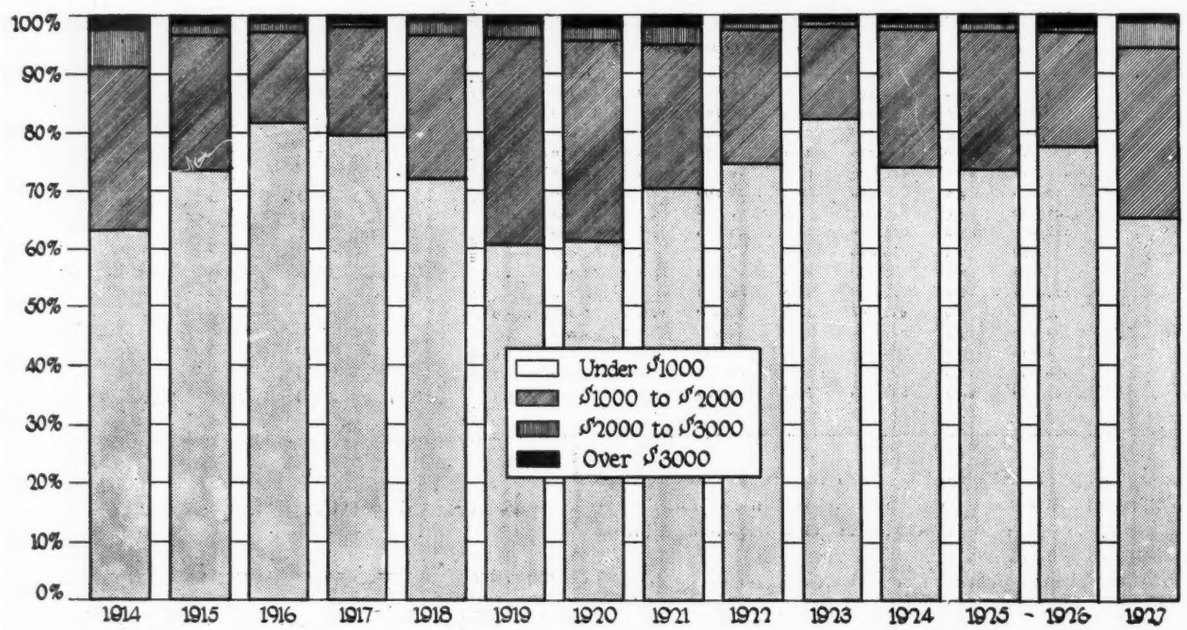


Tire Output by Types

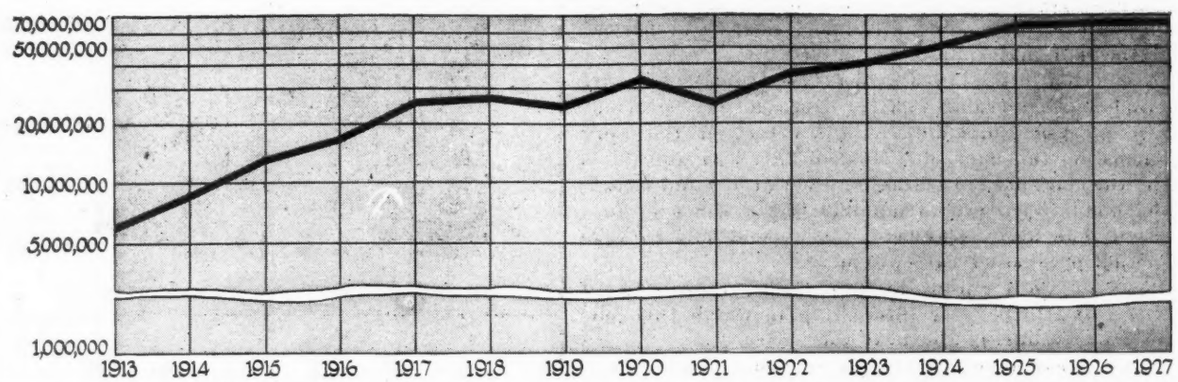


Production

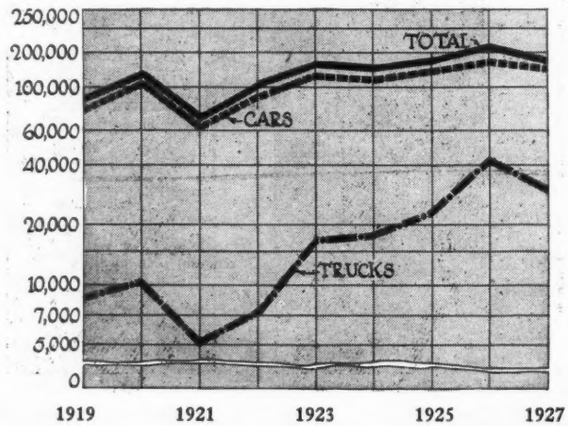
Car Production by Price Classes



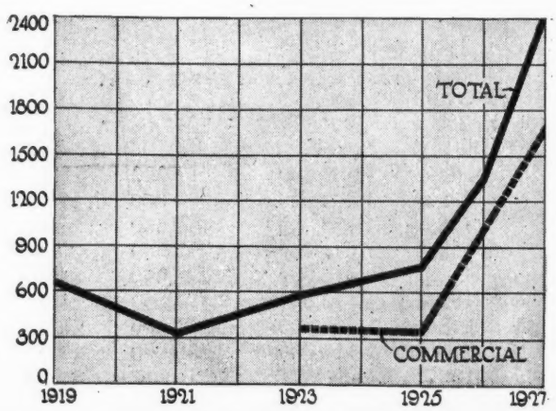
Total Tire Production



Canadian Production



Aircraft Production



Registration

Summary Table of World Registrations of Motor Vehicles

	Total Cars, Trucks and Buses	Cars	Trucks	Buses	Motor-cycles
Americas (except U. S.)	1,560,441	1,341,131	218,556	754	13,482
United States	23,253,882	20,282,214	2,941,930	29,738	119,668
Oceania	633,149	522,337	110,812	.....	120,668
Asia	348,656	284,944	58,575	5,137	54,337
Africa	229,190	201,586	24,747	2,857	48,248
Europe	3,614,487	2,608,083	890,527	115,877	1,447,410
Total	29,639,805	25,240,295	4,245,147	154,363	1,800,813

North and South America

Country	Total	Cars	Trucks	Buses	Motor-cycles
Alaska	2,050	1,350	700	..	..
Argentina	241,356	205,568	35,788	..	2,210
Bahamas	985	753	230	2	16
Barbados	1,382	1,295	87	..	100
Bolivia	1,300	1,300	..	..	175
Brazil	140,102	96,735	43,367	..	..
British Guiana	1,200	1,075	125	..	150
" Honduras	150	110	40	..	15
Canada	939,479	831,542	107,937	..	7,596
Chile	19,100	14,900	4,200	..	200
Colombia	11,291	7,040	4,251	..	..
Costa Rica	1,360	950	300	110	120
Cuba	45,000	45,000	..	..	300
Dominica	35	25	10	..	5
Dominican Republic	4,075	3,250	800	25	75
Dutch Guiana	240	160	80	..	..
Dutch W. Indies	1,050	1,050	..	..	..
Ecuador	1,239	885	334	20	26
Grenada	325	275	50	..	40
Guadeloupe	680	640	40	..	25
Guatemala	2,069	2,069	..	..	150
Haiti	1,711	1,121	246	(344)	16
Honduras	628	628	..	..	..
Jamaica	5,610	4,310	1,300	..	500
Martinique	1,637	1,383	236	18	111
Mexico	50,000	50,000	..	..	..
Newfoundland	1,342	1,146	187	9	71
Nicaragua	450	400	50	..	60
Other British West Indies	900	650	250	..	75
Panama	6,100	6,100	..	..	220
Paraguay	1,001	543	308	150	1
Peru	10,500	6,300	4,200	..	100
Porto Rico	14,047	10,852	2,775	(420)	150
Salvador	1,595	1,375	220	..	130
St. Lucia	85	55	30	*	20
St. Pierre and Miquelon	51	17	44	..	2
Trinidad and Tobago	4,042	4,042	..	..	500
United States	23,253,882	20,282,214	2,941,930	29,738	119,668
Uruguay	31,260	25,400	5,440	420	423
Venezuela	15,004	10,073	4,931	..	..
Total 1928	24,814,323	21,623,345	3,160,486	30,492	133,150
Total Less U. S.	1,560,441	1,341,131	218,556	754	13,482

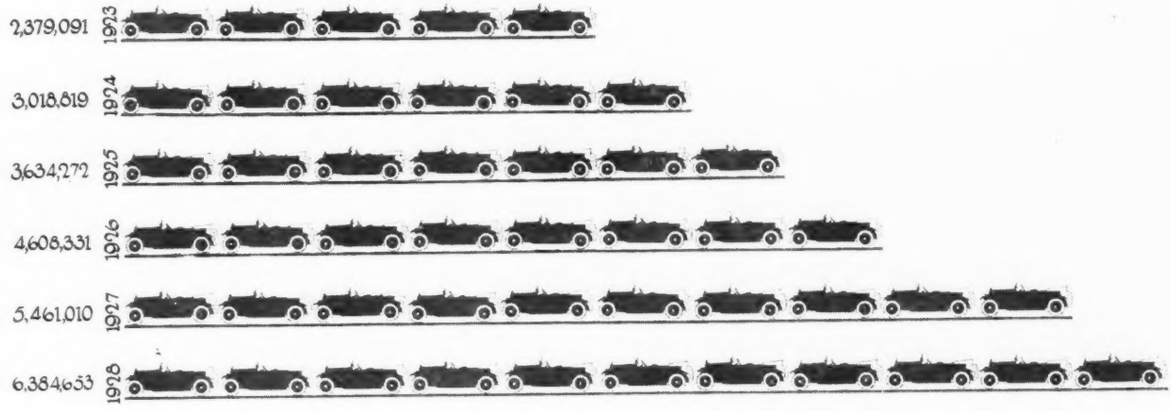
*Figures shown thus ( ) are not buses but are unclassified automobiles made up of the various classes listed.

Africa

Country	Total Cars, Trucks, Buses	Cars	Trucks	Buses	Motor-cycles
Abyssinia	243	215	28	...	25
Algeria	30,550	25,750	4,000	800	1,000
Angola	1,653	800	850	3	100
Belgian Congo	3,500	1,900	1,600	...	1,500
British E. Africa	12,823	12,823	...	...	5,000
British Somaliland	33	29	4	...	6
British W. Africa	13,097	13,097	...	...	900
Canary Islands	4,859	3,367	1,363	129	99
Egypt	20,553	17,125	2,278	1,150	3,215
Eritrea	113	105	8	...	18
French Somaliland Coast	68	60	8	...	10
French W. Africa	4,050	2,250	1,800	...	300
Italian Somaliland	96	80	16	...	20
Liberia	180	180	...	...	...
Madagascar	1,359	1,359	...	...	700
Madeira	500	500	...	...	...
Mauritus	2,957	2,957	...	...	...
Morocco	13,806	10,206	3,600	...	1,150
Portuguese East Africa	1,140	800	325	15	300
Reunion	850	750	100	...	115
Rhodesia	5,966	5,593	373	...	1,618
Seychalles	10	10	...	...	20
South Africa	100,750	92,500	7,500	750	32,000
South W. Africa	1,331	1,052	279	...	76
Spanish Morocco	600	600	...	...	...
Sudan	250	200	50	...	50
Tangier	418	278	130	10	26
Tunisia	7,435	7,000	435	...	...
Total 1928	229,190	201,586	24,747	2,857	48,248

Registrations

Growth of Registrations Outside the U. S.



Europe

Country	Total Cars, Trucks, Buses	Cars	Trucks	Buses	Motor-cycles
Albania	433	353	80	...	...
Austria	25,163	15,687	9,476	...	27,051
Azores	650	550	100	...	25
Belgium	100,000	100,000	...	...	32,000
Bulgaria	2,265	2,265	...	...	400
Czechoslovakia	33,909	22,944	9,980	985	18,832
Danzig Free City	1,930	1,302	549	79	880
Denmark	84,094	66,126	17,968	...	22,000
Esthonia	2,138	2,138	...	...	100
Finland	25,250	17,550	6,000	1,700	5,090
France	960,000	668,000	292,000	...	153,000
Germany	422,300	298,600	123,700	...	384,600
Gibraltar	607	479	97	31	55
Great Britain	1,219,477	807,103	309,527	102,847	660,928
Greece	17,300	11,000	3,750	2,550	1,050
Holland	74,000	47,100	26,900	...	29,700
Hungary	12,850	9,400	3,100	350	5,700
Iceland	509	509	...	...	...
Irish Free State	44,304	36,122	8,182	...	10,920
Italy	165,000	165,000	...	...	...
Latvia	3,050	1,350	550	150	500
Lithuania	1,030	1,030	...	...	...
Malta	1,451	1,451	...	...	...
Northern Ireland	20,542	12,890	4,902	2,750	6,688
Norway	33,100	24,000	9,100	...	7,400
Poland	18,878	14,357	3,286	1,235	3,403
Portugal	20,000	20,000	...	...	1,400
Roumania	18,777	18,777	...	...	1,000
Spain	110,000	97,500	12,500	...	...
Sweden	110,500	81,600	26,700	2,200	32,500
Switzerland	53,000	44,000	8,000	1,000	30,000
U. S. S. Russia	22,500	10,000	12,500	...	8,500
Yugoslavia	10,480	8,900	1,580	...	3,100
Total 1928	3,614,487	2,608,083	890,527	115,877	1,447,410

Asia

Country	Total Cars, Trucks, Buses	Cars	Trucks	Buses	Motor-cycles
Afghanistan	200	100	100	...	...
Arabia	882	699	40	143	129
British Malaya	27,916	23,120	4,796	...	4,189
British N. Borneo	70	55	15	...	10
Ceylon	13,812	13,812	...	...	2,903
China	17,121	14,567	1,611	943	518
Chosen	1,819	1,819	...	...	...
Cypress	1,027	1,027	...	...	175
French Indo China	12,800	12,800	...	...	1,288
Hong Kong	1,805	1,350	340	115	600
India	117,000	100,000	17,000	...	24,900
Iraq	4,237	3,591	640	6	250
Japan	49,556	33,959	15,597	...	10,000
Netherlands East Indies	44,394	39,294	5,100	...	7,734
Palestine	2,424	1,760	319	345	221
Persia	6,560	4,800	1,700	60	500
Philippine Islands	28,975	18,875	7,750	2,350	755
Siam	6,391	3,732	1,574	1,085	618
Syria	5,267	4,784	393	90	47
Turkey	6,400	4,800	1,600	...	400
Total 1928	348,656	284,944	58,575	5,137	54,337

Oceania

Country	Total Cars, Trucks	Cars	Trucks	Motor-cycles
Australia	464,225	333,263	80,962	85,000
Fiji Islands	833	683	150	93
French Oceania	420	350	70	55
Hawaii	33,200	26,500	6,700	400
New Zealand	134,215	111,385	22,830	35,111
Western Samoa	256	156	100	9
Total 1928	633,149	522,337	110,812	120,668

United States Registrations

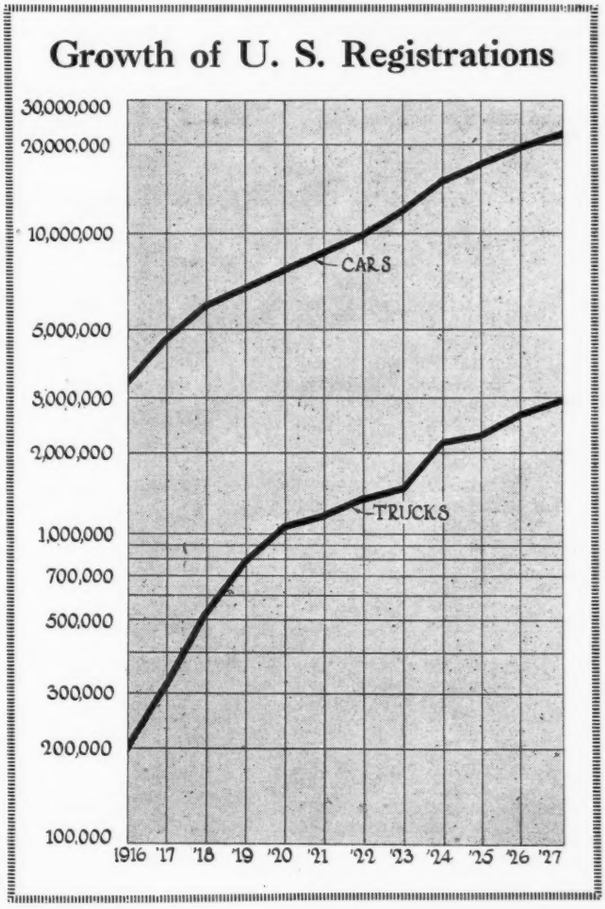
Registrations Show 5.5% Gain

By K. W. Stillman

TOTAL car, truck and bus registrations in the United States, as of Dec. 31, 1927, totaled 23,253,882, according to the best information available from the various state officials. Of this total car registrations were 20,282,214; trucks (including buses, also, in many states), 2,941,930; and buses, in the 19 states in which bus figures are segregated from cars and trucks, were 29,738.

Total registrations increased over 1926 figures by 1,206,925, which represents a 5.5 per cent gain. This may be compared with similar figures published here a year ago in which actual increase was 2,189,042 and percentage gains 11.0 per cent.

The number of persons per vehicle in this country continues to decrease, having moved from 5.4 in 1926 to 5.1 in 1927, demonstrating that the saturation point for motor vehicles is not yet reached since their numbers are still growing faster than population.



For the first time several states show decreased registrations from end of 1926 figures. To a large extent this has probably been caused by the Ford situation during the past year, since probably a vast majority of first car buyers purchase Fords. Since Fords were not available for a large part of the year it is likely that many new buyers were kept out of the market while old cars were wearing out just as fast as ever.

Local conditions also may have something to do with this, particularly in Florida, where the greatest decrease was experienced, and in the District of Columbia. In the District the absence of legislative sessions during 1927 undoubtedly caused a decrease in motor vehicle operations throughout the year and in Florida the lessened business activity may also have had something to do with the apparent loss in registrations.

Gasoline taxes are constantly increasing in volume and this year, with two large motor vehicle-using states not levying such a tax, the total is but a little below the total license fees collected throughout the country.

Motorcycles continue to decrease in number but not so rapidly as in previous years.

It is to be hoped that more states will so change their motor vehicle statistical methods that motor bus registrations may be properly segregated from other types of vehicles. Until this is done it appears to be impossible to form a reliable estimate of the number of buses in use in the country. The few figures which have been available for this tabulation indicate the extent to which buses are being employed, even in the small, rather sparsely settled states.

According to the data received, Oklahoma registered the largest percentage gain during 1927, its figure of 26.4 per cent almost twice that of its nearest competitor, Maryland, which had a gain of 14.1 per cent. Since the figures for 1926 registrations in Oklahoma were estimates—correst data not being available at that time—it is possible that a considerable part of this large increase is of a statistical nature only.

The present situation in regard to growth of motor vehicle registrations in this country is seen in the statement that while 22 states gained, during 1926, 10 per cent or more over 1925 registrations, during 1927 but four states were in this category. Of course, a very considerable part of this great change was due to the failure of motor vehicle sales during 1927 to equal those of the previous year but there is growing evidence of the approach of the time when registrations will increase more or less with population and the industry will be supported, at home at least, by a huge replacement market demanding as many cars and trucks for replacement as are being produced for all purposes now.

An interesting fact in connection with fees taken from motor vehicle owners is that, of the 47 states

United States

levying taxes on gasoline, 24 of them obtained more revenue from the fuel tax than from license fees. There seems little doubt but that within the next year or two this comparatively recent method of taxation will produce considerably more revenue than any other form of motor vehicle taxation. The arrival of this time would be hastened, of course, should one or both of the states which now do not impose a fuel tax adopt this highly successful method of obtaining revenue.

Few changes were made during 1927 in relative positions of the various states. There are 10 states with over one million motor vehicles, as there were a year ago, and in eight of them there are over one million passenger cars alone. This, too, is not different from the situation at the close of 1926.

The arithmetical average registration per state is about 475,000 while the median figure is slightly over 280,000, showing what a great influence the very large registrations of New York, California, Ohio, etc., have upon the total. The average registration is between those of Kansas and North Carolina, the former being but 16 states from the top. The first 10 states in order of rank contain nearly 55 per cent of all the motor vehicles in the country.

Motor Vehicle Registration Statistics

State	Total Cars, Trucks and Buses	Passenger Cars	Trucks	Buses	Motorcycles	Registration Fees	Gasoline Taxes
Alabama **	243,539	211,633	31,906	(1)	420	$2,422,036	$4,420,586
Arizona	74,527	64,118	10,409	(1)	300	425,000	1,000,000
Arkansas	206,568	174,524	32,044	(1)	479	4,000,000	4,338,747
California	1,699,955	1,485,527	214,428	(1)	9,447	8,518,091	24,692,994
Colorado	268,026	245,738	22,288	(1)	1,327	1,639,658	2,250,000
Connecticut	282,892	238,643	43,620	629	3,364	5,312,644	3,000,000
Delaware	46,707	38,037	8,670	(1)	313	846,289	654,230
Dist. of Columbia.	126,136	111,145	14,593	398	1,151	141,293	1,000,000
Florida	391,168	329,200	61,968	(2)	1,362	5,692,128	10,980,586
Georgia	296,567	258,461	37,978	128	908	3,712,978	7,970,290
Idaho	103,000	92,500	10,500	(1)	500	1,500,000	1,419,712
Illinois	1,438,985	1,254,421	184,564	(1)	6,135	14,839,593	3,953,048
Indiana	813,496	696,457	116,137	902	3,501	5,430,806	10,039,642
Iowa	706,829	642,632	64,197	(2)	1,770	10,270,685	7,362,138
Kansas	501,901	447,273	54,628	(1)	1,218	4,990,192	5,032,385
Kentucky	285,099	255,370	29,729	(1)	693	4,306,909	5,886,514
Louisiana	255,000	216,000	39,000	(1)	375	4,139,343	2,768,805
Maine	164,250	134,100	30,044	106	1,311	2,529,654	2,385,896
Maryland	284,267	271,861	11,711	695	241	2,425,364	4,751,365
Massachusetts	696,107	612,855	81,848	1,404	7,245	12,689,315	None
Michigan	1,156,344	999,915	156,429	(1)	3,586	16,866,996	13,219,112
Minnesota	640,102	558,437	81,281	384	2,295	10,240,399	5,174,880
Mississippi	227,103	204,403	22,700	(1)	83	340,655	4,689,074
Missouri	678,564	607,145	71,419	(1)	1,830	8,210,000	5,905,569
Montana	112,756	94,752	18,004	(1)	155	1,143,337	850,000
Nebraska	373,912	342,357	31,411	144	1,109	3,740,553	3,656,654
Nevada	25,851	20,414	5,362	75	99	229,769	505,544
New Hampshire	96,000	84,000	12,000	(1)	1,300	2,000,000	900,000
New Jersey	712,402	576,133	125,890	10,379	6,857	12,963,541	3,493,553
New Mexico	60,000	56,000	4,000	(1)	175	510,000	600,000
New York	1,900,866	1,579,051	321,815	(1)	18,000	31,743,545	None
North Carolina	422,544	383,456	39,088	(1)	941	3,341,479	4,854,139
North Dakota	160,696	144,827	15,869	(1)	277	1,595,390	1,673,836
Ohio	1,570,418	1,372,621	197,797	(1)	7,822	10,646,227	19,894,675
Oklahoma	644,450	588,000	56,450	(1)	850	5,750,000	6,650,000
Oregon	246,623	224,715	20,990	918	2,030	6,527,341	3,650,000
Pennsylvania	1,568,617	1,345,526	214,627	8,464	14,267	25,916,220	*11,906,529
Rhode Island	119,335	99,854	19,481	(1)	1,332	1,685,875	915,958
South Carolina	199,794	179,568	20,061	165	401	2,115,422	5,026,515
South Dakota	170,592	154,059	16,533	(1)	229	2,510,000	2,748,388
Tennessee	295,530	269,984	25,546	(1)	730	3,950,000	4,120,000
Texas	1,110,986	993,288	114,559	3,139	3,082	10,790,457	10,919,111
Utah	78,976	67,731	11,245	(1)	531	672,403	1,446,913
Vermont	79,510	73,190	6,215	105	600	1,750,000	600,000
Virginia	335,275	286,334	48,941	(1)	2,000	4,890,000	6,445,000
Washington	389,409	330,877	57,916	616	2,501	6,082,303	3,803,698
West Virginia	241,042	209,326	31,129	587	1,431	4,003,992	3,674,358
Wisconsin	698,944	609,950	88,494	500	2,961	9,738,922	6,000,000
Wyoming	52,222	45,806	6,416	(1)	134	525,807	756,049
Total	23,253,882	20,282,214	2,941,930	29,738	119,668	$286,312,611	$237,986,493

* For nine months only.
** For fiscal year ending Sept. 30.
(1) Included with trucks.
(2) Included with passenger cars.

Registrations

Total Registrations, Gains, and Persons per Motor Vehicle

State	Total Registrations	Gains 1/1/27 to 1/1/28 Actual	Gains 1/1/27 to 1/1/28 Per Cent	Persons per Motor Vehicle	State	Total Registrations	Gains 1/1/27 to 1/1/28 Actual	Gains 1/1/27 to 1/1/28 Per Cent	Persons per Motor Vehicle
New York	1,900,866	85,429	4.7	6.0	Colorado	268,026	15,239	6.0	4.0
California	1,699,955	99,480	6.2	2.6	Louisiana	255,000	15,500	6.5	7.6
Ohio	1,570,418	60,418	4.0	4.3	Oregon	246,623	11,634	5.0	3.6
Pennsylvania	1,568,617	105,356	7.2	6.2	Alabama	243,539	17,888	7.9	10.5
Illinois	1,438,985	68,482	5.0	5.3	West Virginia	241,042	20,041	9.1	6.9
Michigan	1,156,344	37,559	3.4	3.9	Mississippi	227,103	16,603	7.9	7.9
Texas	1,110,986	63,784	6.1	4.9	Arkansas	206,568	*2,851	*1.4	9.3
Indiana	813,496	41,281	5.4	4.1	South Carolina	199,794	18,827	10.4	9.2
New Jersey	712,402	61,511	9.5	5.3	South Dakota	170,592	2,362	1.4	4.1
Iowa	706,829	17,793	2.6	3.4	Maine	164,250	13,334	8.8	4.8
Wisconsin	698,944	36,616	5.5	4.2	North Dakota	160,696	2,874	1.8	4.0
Massachusetts	696,107	6.514	0.9	6.1	Dist. of Columbia	126,136	*3,656	*2.8	4.3
Missouri	678,564	27,214	4.2	5.2	Rhode Island	119,335	10,190	9.3	5.9
Oklahoma	644,450	134,450	26.4	3.7	Montana	112,756	8,810	8.5	6.4
Minnesota	640,102	15,624	2.5	4.2	Idaho	103,000	7,139	7.4	5.2
Kansas	501,901	10,625	2.2	2.7	New Hampshire	96,000	6,999	7.8	4.7
North Carolina	422,544	36,781	9.5	6.9	Vermont	79,510	5,639	7.1	4.4
Florida	391,168	*25,762	*6.2	3.5	Utah	78,976	*2,657	*3.2	6.6
Washington	389,409	22,316	6.1	4.0	Arizona	74,527	953	1.3	6.3
Nebraska	373,912	6,074	1.7	3.7	New Mexico	60,000	5,659	10.4	6.5
Virginia	335,275	14,908	4.7	7.6	Wyoming	52,222	2,589	5.2	4.6
Georgia	296,567	22,530	8.2	10.7	Delaware	46,707	2,289	5.2	5.2
Tennessee	295,530	15,891	5.7	8.4	Nevada	25,851	1,837	7.7	3.0
Kentucky	285,099	6,762	2.4	8.9					
Maryland	284,267	35,211	14.1	5.6	Total	23,253,882	1,206,925	5.5	5.1
Connecticut	282,892	21,981	8.4	5.8					

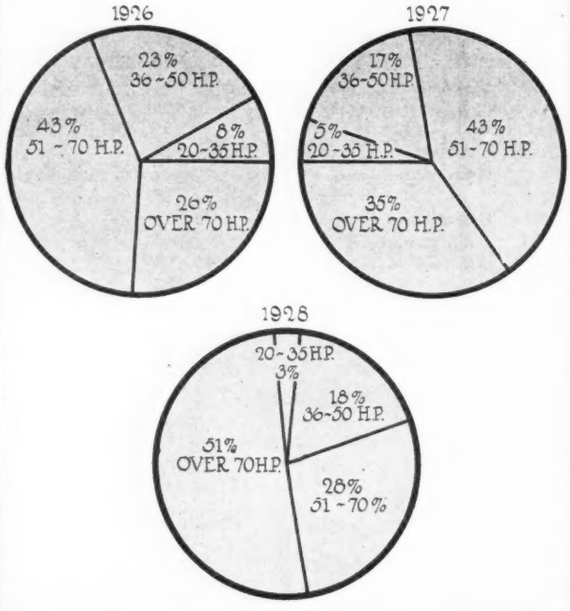
* Loss.

Motor Vehicle Registrations, 1915 to 1927

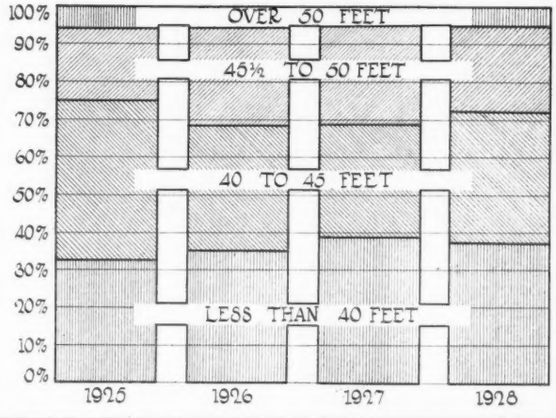
	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927
Alabama	11,925	21,636	32,873	46,171	58,898	74,637	82,343	90,052	126,642	157,262	194,580	225,651	243,539
Arizona	7,318	12,124	19,890	23,905	28,979	34,559	35,049	38,034	48,741	57,828	68,029	73,574	74,527
Arkansas	8,021	15,000	28,693	41,458	49,450	59,082	67,446	86,425	111,946	141,983	183,764	209,419	206,568
California	163,795	232,440	306,916	364,800	477,450	568,892	673,830	861,805	1,100,283	1,321,480	1,439,463	1,600,475	1,699,955
Colorado	27,568	43,296	66,850	83,244	104,865	127,549	145,739	162,328	189,356	213,247	240,097	252,787	268,026
Connecticut	43,985	61,855	85,724	92,605	109,651	119,134	137,526	154,675	177,931	214,318	248,474	260,911	282,892
Delaware	4,657	7,102	10,700	12,955	16,152	18,300	21,413	24,560	29,977	35,136	40,681	44,418	46,707
Dis. of Col.	8,009	13,118	15,493	30,490	35,400	39,712	61,745	85,425	103,171	80,720	93,612	129,792	126,136
Florida	10,850	20,718	27,000	54,186	55,400	73,914	97,837	115,891	160,000	194,196	260,720	416,930	391,168
Georgia	25,671	47,579	70,357	99,800	127,326	144,422	131,942	145,584	173,794	209,300	244,871	274,037	296,567
Idaho	7,071	12,999	24,768	32,289	42,220	50,873	51,264	53,874	62,379	69,225	81,484	95,861	103,000
Illinois	180,832	248,429	340,292	389,620	478,438	568,759	670,434	786,190	969,331	1,123,724	1,263,177	1,370,503	1,438,985
Indiana	96,915	139,317	192,192	227,160	277,255	332,707	400,342	469,939	353,342	650,219	725,410	772,215	813,496
Iowa	152,134	198,602	254,317	278,313	363,857	437,300	460,528	500,148	576,398	620,906	657,567	689,036	706,829
Kansas	72,520	112,122	159,343	189,163	227,752	265,396	291,309	327,194	375,594	410,891	457,033	491,276	501,901
Kentucky	19,500	31,700	47,416	65,870	90,641	112,685	126,371	154,021	198,347	231,784	260,754	278,337	285,099
Louisiana	11,380	17,000	28,394	40,000	51,000	66,000	80,500	102,284	138,500	178,000	207,000	239,500	255,000
Maine	21,545	30,972	41,499	40,372	53,425	62,907	77,527	92,539	108,609	127,178	140,134	150,916	164,250
Maryland	31,047	44,245	60,943	74,666	95,634	116,341	140,572	165,624	209,938	195,581	230,684	249,056	284,267
Massachusetts	102,633	136,809	174,274	193,497	247,183	304,631	360,732	385,231	566,150	572,315	654,338	689,593	696,107
Michigan	114,845	160,052	226,693	262,125	325,813	412,717	477,037	578,980	730,658	868,587	990,709	1,118,785	1,156,344
Minnesota	93,269	46,000	54,009	204,458	259,743	309,569	328,700	380,557	448,187	502,987	569,694	624,478	640,102
Mississippi	9,669	25,000	36,600	48,400	45,030	63,484	65,139	77,001	104,400	134,547	177,262	210,500	227,103
Missouri	76,462	103,587	147,528	188,040	244,363	296,919	346,437	392,969	476,373	544,635	602,900	651,350	678,564
Montana	14,499	24,440	42,696	51,037	59,325	60,646	58,785	62,649	73,828	79,695	94,656	103,946	112,756
Nebraska	59,140	100,534	148,101	175,409	192,000	223,000	238,704	256,654	286,053	308,713	338,718	367,838	373,912
Nevada	2,009	4,919	7,160	8,159	9,305	10,464	10,819	12,647	15,700	18,387	21,185	24,014	25,851
New Hamp.	13,499	17,508	22,267	24,817	31,625	34,680	42,039	48,293	59,571	71,929	81,250	89,001	96,000
New Jersey	78,232	104,341	134,964	155,519	190,873	227,737	272,994	341,626	430,958	504,190	579,886	650,891	712,402
New Mexico	5,100	8,228	8,457	15,000	18,077	22,109	24,703	25,473	31,737	41,750	49,101	54,341	60,000
New York	234,032	317,866	411,567	463,758	571,662	669,290	812,031	1,002,293	1,214,642	1,412,879	1,613,141	1,815,437	1,900,866
N. Carolina	21,000	33,904	55,950	72,313	109,017	140,860	148,684	182,550	247,612	305,756	351,767	385,763	422,544
North Dakota	24,908	40,446	62,993	71,627	82,885	90,840	92,644	99,052	109,244	117,061	144,956	157,822	160,696
Ohio	181,332	252,431	346,772	412,775	511,031	615,397	720,632	859,504	1,068,700	1,244,000	1,305,000	1,510,000	1,570,418
Oklahoma	25,032	52,718	100,199	121,500	144,500	204,300	221,300	249,659	307,000	342,982	438,000	510,000	644,450
Oregon	23,585	33,917	48,632	63,324	83,332	103,790	118,325	134,299	166,412	192,629	216,324	234,134	246,623
Pennsylvania	160,137	230,578	325,153	394,186	482,117	570,164	689,589	829,737	1,064,624	1,228,586	1,317,053	1,463,261	1,568,617
Rhode Island	16,362	21,406	37,046	36,218	44,833	50,375	54,957	66,466	85,480	90,652	102,476	109,145	119,335
S. Carolina	15,000	19,000	38,322	55,492	70,143	93,843	90,546	95,978	128,656	163,382	170,658	180,967	199,794
South Dakota	28,784	44,271	67,158	90,521	104,628	120,395	119,274	125,238	131,720	142,280	168,118	168,230	170,592
Tennessee	22,738	30,000	48,000	63,000	80,422	101,852	117,025	135,716	173,365	204,680	248,021	279,639	295,530
Texas	90,000	197,687	213,334	251,118	331,310	427,693	467,616	526,238	688,899	834,040	968,406	1,047,202	1,110,986
Utah	9,177	13,507	24,076	32,273	35,236	42,578	47,523	49,156	66,025	69,227	72,490	81,633	78,976
Vermont	11,499	15,671	20,369	22,655	26,807	31,625	36,965	43,881	52,776	61,179	69,576	73,871	79,510
Virginia	21,357	35,426	55,000	72,228	94,120	134,000	141,000	169,000	219,092	261,643	281,100	320,367	335,275
Washington	38,823	60,734	91,337	117,278	148,775	173,920	185,359	220,957	261,224	294,812	332,442	367,093	389,409
W. Virginia	13,279	20,571	31,300	38,750	50,203	78,862	93,894	112,763	162,191	190,134	217,069	221,001	241,042
Wisconsin	79,791	115,637	164,531	196,844	236,981	293,298	341,841	388,044	457,271	525,221	596,373	662,328	698,944
Wyoming	3,976	7,125	12,523	16,200	21,371	23,926	26,619	30,637	39,831	43,639	47,712	49,633	52,222
Totals	2,494,912	3,584,567	4,970,671	6,105,588	7,596,503	9,206,141	10,505,630	12,299,770	15,312,658	17,605,495	19,857,915	22,046,957	23,253,882

Current Trends in

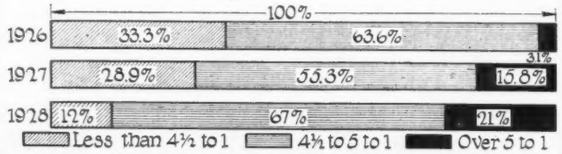
Maximum Horsepower



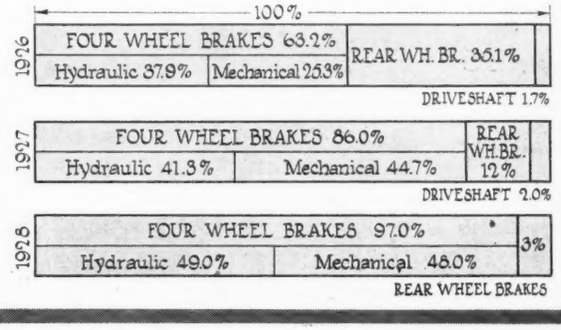
Minimum Turning Circle



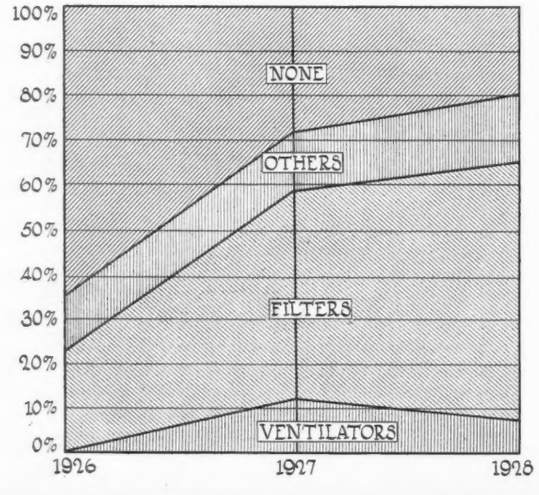
Compression Ratios



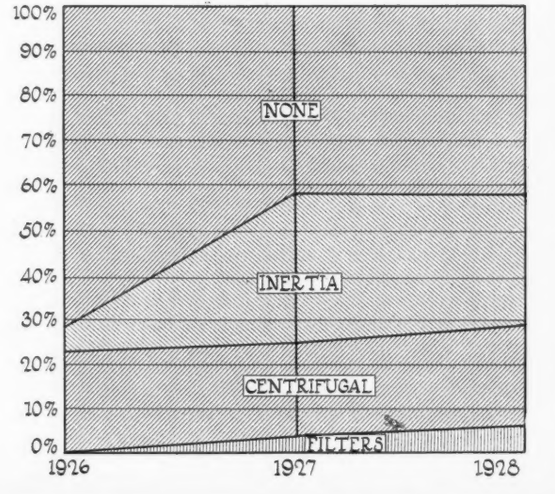
Division of 4-Wheel Brakes



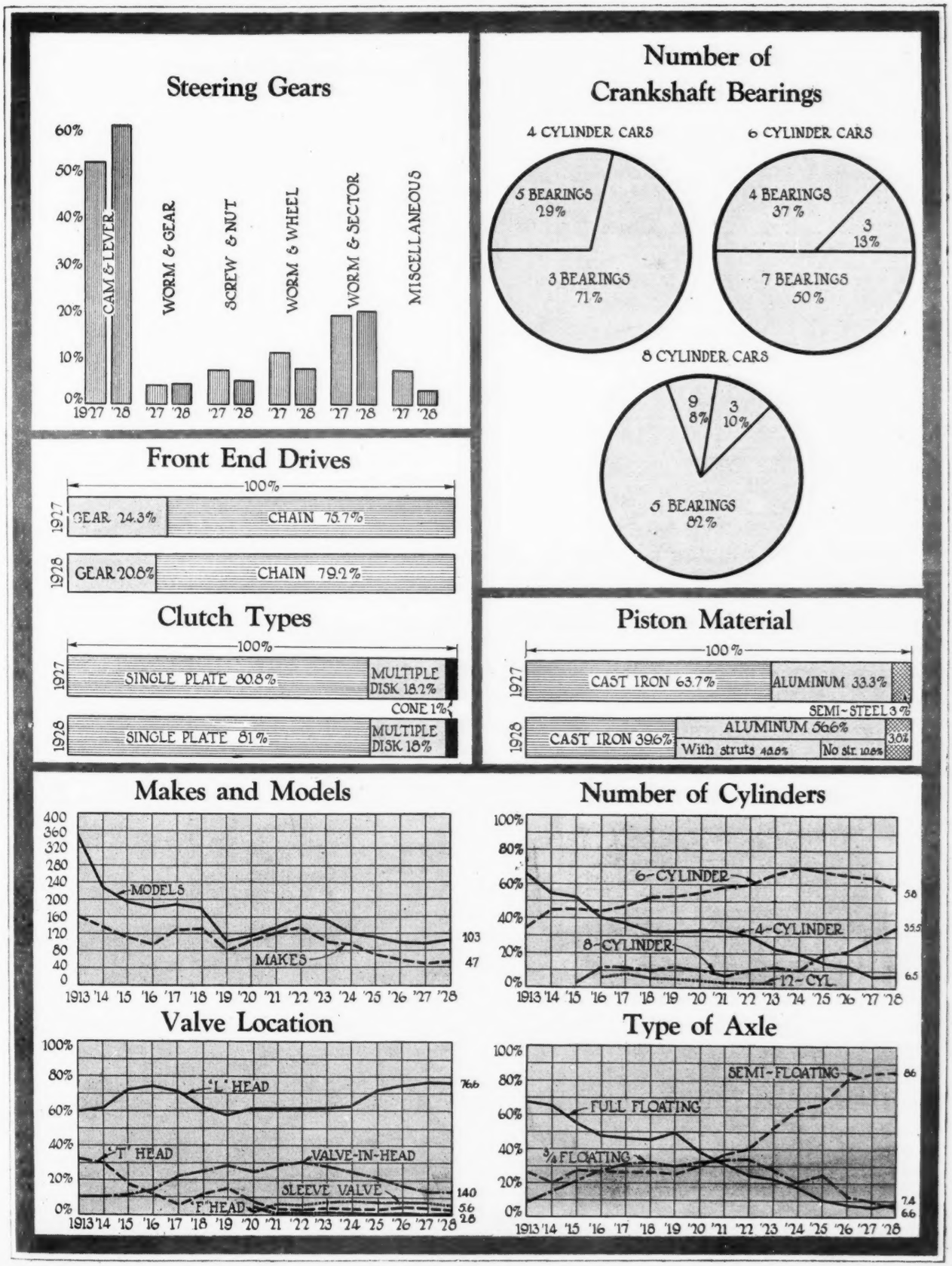
Oil Cleaners



Air Cleaners



Passenger Car Design



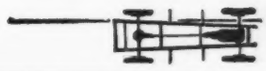
American Passenger

MAKE AND MODEL	GENERAL			CLUTCH					GEARSET				UNIVERSALS	REAR AXLE							
	Wheelbase (In.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Facings: Maximum Dia. (In.)	Facings: Minimum Dia. (In.)	Facings: Number	Make	Location	Number of Forward Speeds	Low Gear Ratio	Universals Type and Make	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
Auburn.....76	120	....	28x5.25	Long...8F	P.....	2-1	8¾	6¼	2	War..	Eng..	3	3.07	m-U-P..	Col...	½F...	SB....	4.9	Spr...	Spr...	8½	BLC
Auburn.....88	125	....	30x6.00	Long...9C	P.....	2-1	9¾	6¼	2	War..	Eng..	3	3.11	m-U-P..	Col...	½F...	SB....	4.7	Spr...	Spr...	8½	BLC..
Auburn.....115	130	....	30x6.20	Long..10A	MD...	3-2	7¾	5½	4	War..	Eng..	3	3.11	m-U-P..	Col...	½F...	SB....	3.9°	Spr...	Spr...	8½	BLC..
Buick.....115	115	....	31x5.25	Own.....	MD...	5-5	7¾	5¾	10	Own..	Eng..	3	3.04	m-Own..	Own..	¾F...	SB....	5.1°	TT...	TT...	9¼	BLC..
Buick.....120	120	....	33x6.00	Own.....	MD...	5-5	7¾	5¾	10	Own..	Eng..	3	3.20	m-Own..	Own..	FF....	SB....	4.9°	TT...	TT...	9¼	BLC..
Buick.....128	128	....	33x6.00	Own.....	MD...	5-5	7¾	5¾	10	Own..	Eng..	3	3.20	m-Own..	Own..	FF....	SB....	4.9°	TT...	TT...	9¼	BLC..
Cadillac.....341	140	....	32x6.75	Own.....	dp....	2-2	9½	.....	4	Own..	Eng..	3	3.12	m-Spi...	Own..	FF....	SB....	4.75	TT...	TT...	.....	BLC..
Chandler.. Big 6	124	2450	32x6.00	B&B..10Q	P.....	2-1	9⅞	6¾	2	Own..	Eng..	3	2.44	f-Own...	Own..	¾F...	SB....	4.45	Spr...	Spr...	10½	Own..
Chandler.. Spec. 6	108½	1880	30x5.00	B&B.. 9Q	P.....	2-1	8⅞	6⅛	2	Own..	Eng..	3	2.78	f-Own...	Own..	½F...	SB....	4.9	Spr...	Spr...	10½	Own..
Chandler Roy. St. 8	124	2600	32x6.00	B&B..10Q	P.....	2-1	9⅞	6¾	2	Own..	Eng..	3	2.44	f-Own...	Own..	¾F...	SB....	4.45	Spr...	Spr...	10½	Own..
Chevrolet.....	107	1700	30x4.50	Own.....	P.....	1-1	9	6¼	2	Own..	Eng..	3	3.32	m-Own..	Own..	½F...	SB....	3.82	TT...	TT...	9⅛	Own..
Chrysler.....52	153‡	1645	29x4.75	Roc.....	P.....	....	4⅛	2⅞	1	Own..	Eng..	3	.....	f-.....	Own..	½F...	SB....	4.70	Spr...	Spr...	.....	Own..
Chrysler.....62	156‡	....	28x5.25	B&B.....	P.....	2-1	9⅞	6¾	2	Own..	Eng..	3	3.17	m-U-P..	Own..	½F...	SB....	4.60	Spr...	Spr...	.....	Own..
Chrysler.....72	172¾‡	2420	30x6.00	Own.....	P.....	2-1	9⅞	6¾	2	Own..	Eng..	3	3.17	m-U-P..	Own..	½F...	SB....	4.3°	Spr...	Spr...	.....	Own..
Chrysler.. Imp. 80	185½°‡	3320	30x6.75	Own.....	P.....	....	11	6½	2	Own..	Eng..	3	3.02	m-U-P..	Own..	½F...	SB....	4.08°	Spr...	Spr...	.....	Own..
Cunningham.. V-7	142	....	33x6.75	Own.....	MD...	7-7	8½	6⅛	14	Own..	Eng..	3	3.39	f-Spi...	Tim...	FF....	SB....	4.23	Spr...	TA...	8½	Tim...
Davis.....99	120	....	30x6.00	B&B.10QL	P.....	2-1	10	7	2	W-G..	Eng..	3	.....	m-Cle...	Col...	½F...	SB....	4.45	Spr...	Spr...	.....	Col...
Diana..... St. 8	135	2480	32x6.00	B&B.10QL	P.....	2-1	9⅞	6¾	2	War..	Eng..	3	3.11	m-Mec..	Col...	½F...	SB....	5.10	Spr...	Spr...	9	Col...
Dodge Brothers.124	116	....	31x5.25	Own.....	P.....	2-1	9⅞	6¾	....	Own..	Eng..	3	.....	m-Own..	Own..	½F...	SB....	4.17	TT...	TT...	.....	.....
Dodge Brothers.128	108	....	29x5.00	Own.....	P.....	2-1	9⅞	6¾	....	Own..	Eng..	3	.....	m-Mec..	Own..	½F...	SB....	3.76	Spr...	Spr...	.....	.....
Dodge Bros. Senior.	116	....	31x6.00	B&B.....	P.....	2-1	9⅞	6¾	2	Own..	Eng..	3	3.08	m-Own..	Own..	½F...	SB....	50/11	TT...	TT...	.....	.....
Dodge Bros. Vic. 6	112	....	29x5.00	Own.....	P.....	2-1	9⅞	6¾	....	Own..	Eng..	3	.....	m-Mec..	Own..	½F...	SB....	4.45	Spr...	Spr...	.....	.....
Durant.....55	107	1680	29x5.00	Own.....	P.....	2-1	9½	7½	8s	Own..	SeU...	3	3.32	m-Spi...	Own..	½F...	SB....	4.87	Spr...	Spr...	9⅜	Own..
Durant.....65	110	1650	29x5.00	Own.....	P.....	2-1	9½	7½	8s	Own..	Eng..	3	3.32	m-Spi...	Own..	½F...	SB....	4.44	Spr...	Spr...	9⅜	Own..
Durant.....75	119½	....	29x5.50	Own.....	P.....	2-1	9½	7½	8s	Own..	Eng..	4	4.18	m-Spi...	Own..	½F...	SB....	3.72	Spr...	Spr...	8⅜	Own..
duPont.....E	125	....	32x6.20	Long.....	MD...	....	.....	.....	.....	.....	Cpl..	Eng..	3	.....	m-Spi...	Col...	½F...	.....	4.7	Spr...	Spr...	.....	.....
duPont.....F	136	....	32x6.20	Long.....	MD...	....	.....	.....	.....	.....	.....	Eng..	4	.....	m-Spi...	Col...	½F...	.....	4.45	Spr...	Spr...	.....	.....
Elcar.....6-70	117	2000	28x5.25	Long.. 8F	P.....	2-1	8¾	5¾	2	W-G..	Eng..	3	3.07	m-Cle...	Sal...	½F...	SB....	4.9	Spr...	Spr...	.....	BLC..
Elcar.....8-78	123	1700	28x5.25	Long.. 8F	P.....	2-1	8¾	5¾	2	W-G..	Eng..	3	3.07	m-Cle...	Sal...	½F...	SB....	4.9	Spr...	Spr...	7½	BLC..
Elcar.....8-82	123	1800	30x6.00	Long..9C	P.....	2-1	9¾	7	2	W-G..	Eng..	3	3.11	m-Cle...	Sal...	½F...	SB....	4.45	Spr...	Spr...	.....	BLC..
Elcar.. 8-91, 8-92	132	2750	32x6.00°	Long 10A-1	dp....	4-2	7¾	5½	4	W-G..	Eng..	3	3.11	m-Spi...	Sal...	½F...	SB....	4.82	Spr...	Spr...	8¾	BLC..
Erskine.....6	107	1600	29x4.75	Long..5353	P.....	2-1	8¾	5¾	2	W-G..	Eng..	3	3.06	m-Spi...	Tim...	½F...	SB....	4.78	Spr...	Spr...	8⅞	Tim...
Essex.... Super 6	110½	....	30x5.00	Own.....	P.....	1-1	Ck....	Ck....	Ck..	Own..	Eng..	3	3.24	m-Spi...	Own..	½F...	SB....	5.4	Spr...	Spr...	.....	Own..
Falcon Knight....12	109½	2040	29x5.50	B&B.....	P.....	2-1	8⅞	6⅛	2	W-M..	Eng..	3	2.3	m-Mec..	Own..	½F...	SB....	5.11	Spr...	Spr...	9	Own..
√Ford.....A	103½	....	30x4.50	Own.....	MD...	5-4	.....	.....	8	Own..	Eng..	3	.....	m-Own..	Own..	¾F...	SB....	3.7	TT...	TT...	9½	Own..
Franklin Series 12	119	....	32x6.00	B-L.....	P.....	2-1	9⅞	6¾	2	Own..	Eng..	3	3.62	m-Spi...	Own..	½F...	SB....	4.73	Spr...	Spr...	.....	Own..
Franklin Series 12	128	....	31x6.20	B-L.....	P.....	2-1	9⅞	6¾	2	Own..	Eng..	3	3.62	m-Spi...	Own..	½F...	SB....	4.73	Spr...	Spr...	.....	Own..
Gardner.....75	122	2340	31x6.00	B&B..9Q	P.....	2-1	8⅞	6⅛	2	W-G..	Eng..	3	3.11	m-Cle...	Col...	½F...	SB....	4.44	Spr...	Spr...	9	N-P...
Gardner.....85	125	....	31x6.00	B&B...9Q	P.....	2-1	8⅞	6⅛	2	W-G..	Eng..	3	3.11	m-Cle...	Col...	½F...	SB....	.....	Spr...	Spr...	9	N-P...
Gardner.....95	130	2520	30x6.20	B&B'10QL	P.....	2-1	9⅞	6¾	2	W-G..	Eng..	3	3.11	m-Cle...	Col...	½F...	SB....	4.63	Spr...	Spr...	8	.....
Graham-Paige..610	110½	....	29x5.00	Long 8F..	P.....	2-1	8¾	5¾	2	W-G	Eng..	3	3.06	m-U-P..	Sal...	½F...	SB....	4.45	Spr...	Spr...	8½	.....
Graham-Paige..614	114	....	29x5.25	.....	P.....	....	.....	.....	.....	.....	.....	Eng..	4	.....	m-.....	.....	½F...	SB....	3.9	Spr...	Spr...	.....	.....
Graham-Paige..619	119	....	29x5.50	Long28AM	dp....	3-2	8¾	5¾	4	W-G..	Eng..	4	3.28	m-U-P..	Cla...	½F...	SB....	.....	Spr...	Spr...	8⅛	.....
Graham-Paige..629	129	....	31x6.00	Long28AM	dp....	3-2	8¾	5¾	4	W-G..	Eng..	4	3.28	m-U-P..	Cla...	½F...	SB....	3.65	Spr...	Spr...	8⅛	.....
Graham-Paige..835	135	....	31x6.20	.....	dp....	....	.....	.....	.....	.....	.....	Eng..	4	.....	m-.....	.....	½F...	SB....	3.65	Spr...	Spr...	.....	.....
Hudson.....O	127¾	....	31x6.00	Own.....	P.....	1-1	Ck....	Ck....	Ck..	Own..	Eng..	3	3.04	m-Spi...	Own..	½F...	SB....	4.45	Spr...	Spr...	8¼	Own..
Hudson.....S	118½	....	31x6.00	Own.....	P.....	1-1	Ck....	Ck....	Ck..	Own..	Eng..	3	3.04	m-Spi...	Own..	½F...	SB....	4.08	Spr...	Spr...	8¼	Own..
Hupmobile..Cent. 6	114	....	29x5.50	B&B.....	P.....	2-1	8⅞	6⅛	2	Det..	Eng..	3	3.11	m-Mec..	Own..	½F...	SB....	4.73	Spr...	Spr...	.....	BLC..
Hupmobile....125-8	125	....	32x6.00	Long.....	P.....	2-1	8¾	6¼	2	Det..	Eng..	3	.....	m-U-P..	Own..	½F...	SB....	4.91°	Spr...	Spr...	.....	.....
Hupmobile...Cent. 8	120	....	31x6.00	Long.....	P.....	2-1	.....	.....	.....	.....	Det..	Eng..	3	3.11	m-.....	Own..	½F...	SB....	4.36	Spr...	Spr...	.....	BLC..
Jordan.....JE	116	....	30x6.00	Long.....	P.....	1-1	9⅞	7⅛	2	War..	Eng..	3	3.12	m-Alm..	Tim...	½F...	SB....	4.45	Spr...	Spr...	.....	Tim...
Jordan.....R	107	....	28x5.25	Long.....	P.....	1-1	.....	.....	.....	.....	.....	.....	3.07	m-Spi...	Col...	½F...	Wo....	4.6	Spr...	Spr...	.....	BLC..
Jordan.....J-1	116	....	32x6.00	Long.....	P.....	1-1	9⅞	7⅛	2	War..	Eng..	3	3.12	m-Alm..	Tim...	½F...	SB....	4.64°	Spr...	Spr...	8½	Tim...
Kissel.....6-70	117	....	30x6.00	B&B. 9QL	P.....	2-1	8¾	6⅛	2	W-G..	Eng..	3	3.07	m-Mec..	Col...	½F...	SB....	4.63	Spr...	Spr...	8½	Col...
Kissel.....8-80	125°	....	31x6.20	B&B 10QL	P.....	2-1	9⅛	6¾	2	W-G..	Eng..	3	3.11	m-Mec..	Col...	½F...	SB....	4.6°	Spr...	Spr...	8½	Col...
Kissel.....8-80 S	125	....	30x6.00	B&B 10QL	P.....	2-1	9⅛	6¾	2	W-G..	Eng..	3	3.11	m-Mec..	Col...	½F...	SB....	4.8	Spr...	Spr...	8½	Col...
Kissel.....8-90	131°	....	30x6.75	B&B 11QL	P.....	2-1	10⅜	6¾	2	W-G..	Eng..	3	3.11	m-Mec..	Tim...	½F...	SB....	4.89	Spr...	Spr...	8¾	Tim...
La Salle.....	125°	3000	32x6.20°	Own.....	dp....	2-2	9½	.....	4	Own..	Eng..	3	3.12	m-Spi...	Own..	¾F...	SB....	4.91°	TT...	TT...	8½	BLC..
Lincoln.....8	136	....	32x6.75	Own.....	MD...	....	7¾	5¾	12	Own..	Eng..	3	.....	m-Spi...	Tim...	FF....	SB....	4.58	TT...	TT...	.....	Own..
Locomobile...8-70	122	....	31x6.00	B&B.10QL	P.....	2-1	9⅞	6¾	2	Det..	Eng..	3	.....	m-Spi...	Ada...	½F...	SB....	4.77	Spr...	Spr...	.....	M-P...
Locomobile...8-80	130	2600	32x6.00	B&B 11QL	P.....	2-1	10⅞	6¾	2	War..	Eng..	3	3.11	m-Spi...	Sal...	½F...	SB....	4.81	Spr...	Spr...	.....	Sal...
Locomobile.....90	138	4660	33x6.75	Own.....	P.....	....	13½	9¼	2	Own..	SeU...	3	3.32	m-Spi...	Eat...	½F...	SB....	4.5°	Spr...	TA...	9	Eat...
Locomobile.....48	142	4225	33x6.75	Own.....	P.....	....	13½	9¼	2	Own..	SeU...	4	4.0	m-Spi...	Own..	FF....	SB....	3.50	RR...	TA...	9	Own..
Marmon.....68	114	....	29x5.25	Roc.....	P.....	1-1	9⅞	6⅞	2	War..	Eng..	3	3.07	m-Spi...	Sal...	½F...	SB....	4.9	Spr...	Spr...	8⅜	Fair...
Marmon.....78	120	....	29x5.50	Own.....	P.....	....	9⅞	6⅞	2	.....	Eng..	3	3.0	m-Spi...	Sal...	½F...	Hyp...	4.9	Spr...	Spr...	8¾	.....
Marmon..... E-75	136	....	32x6.75	B&B.....	P.....	2-1	11⅞	7¼	2	Own..	SeU...	3	3.36	m-Spi...	Own..	¾F...	SB....	.....	RR...	TT...	9⅞	BLC..
McFarlan.....St. 8	131	....	33x6.20	B&B 11QL	P.....	2-1	10⅞	6¾	2	W-G..	Eng..	3	3.11	m-U-M..	Tim...	½F...	SB....	5.1	Spr...	TA...	9¼	Tim...
McFarlan.....TV6	141¼	....	33x6.75	B&BFJ314	P.....	2-1	13⅞	7¾	2	B-L..	SeU...	3	3.36	m°-Cle..	Tim...	FF....	SB....	3.53	Spr...	TA...	9½	Tim...
Moon.....6-60	110	1840	29x4.75	B&B...9Q	P.....	2-1	8⅞	6⅛	2	W-G..	Eng..	3	3.07	m-Spi...	Col...	½F...	SB....	4.89	Spr...	Spr...	9	Col...
Moon.... Series A	113	2075	30x5.25	B&B.. 10Q	P.....	2-1	9⅞	6¾	2	W-G..	Eng..	3	3.07	m-Spi...	Col...	½F...	SB....	4.9	Spr...	Spr...	9	Col...
Moon.....6-72	120	....	29x5.50	B&B.....	P.....	2-1	9⅞	6¾	2	W-G..	Eng..	3	3.07	m-Spi...	Col...	½F...	SB....	4.9	Spr...	Spr...	.....	Col...
Moon.....8-80	125	....	31x6.20	B&B..10Q	P.....	2-1	9⅞	6¾	2	W-G..	Eng..	3	3.11	m-Mec..	Col...	½F...	SB....	4.63	Spr...	Spr...	9	Col...

ABBREVIATIONS:

**—Where two ratios are given, the first is at ends; the second at center of cam.
°—Others also.
†—Vacuum Booster.
‡—Overall Length.
A—Artillery.
Ada—Adams.
Alem—Alemite.
Alm—Almetal.
AmW—American Wire Wheel.
A-Z—Alemite-Zerk.
B&B—Borg & Beck.
B-L—Brown-Lipe.
B-Fw—Both Internal and External Four Wheels.
BLC—Brown Lipe Chapin.
Bim—Bimel.
Ca—Cantilever.
carS—Carbon Steel
Ck—Cork Inserts.
Cle—Cleveland.
Clev—Cleveland Welding.
C&L—Cam and Lever.
Col—Columbia.
Cpl—Campbell.
CR—Central Reservoir.
Det—Detroit.
DH—Direct Hydraulic.
DM—Direct Mechanical.
dp—Double plate
DT—Double Transverse.
Eat—Eaton.
El—Elliot.
Eng—Unit with Engine.
Ex-Dr—External Driveshaft.
Ex-Fw—External Four Wheels.
Ex-Rw—External Rear Wheel.
½E—½ Elliptic.
½F—½ Floating.
¾F—¾ Floating.
f—Fabric.
F—Fabric.
Fair—Fairmount Machine Co
FE—Full Elliptic.
FF—Full Floating.
Fire—Firestone.
Gem—Gemmer.
G&H—Guay & Haigh.
Hay—Kelsey-Hayes.
Hyd—Hydraulic.
Hyp—Hypoid.
I—"I" Section.
In-Fw—Internal Four Wheels.
In-Rw—Internal Rear Wheels.
Jac—Jacox.

Car Chassis



BRAKES							FRONT AXLE					STEERING GEAR				SPRINGS				FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot				Hand												Front		Rear										
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes	Type and Location	Braking Area (Sq. In.)	Shackles Type	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz. (°)	Axle End Type	Make	Type	Ratio (to one) **	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Make	Type	Diameter and Width (In.)	Make	Type	Make	
In-Fw.	152	DH..	No..	Ex-Dr	37	M	Col.	I.	7	2	RE	Ross.	C&L..	Var..	....	½E.	38⅜x2	½E.	56½x2½	St..	Smi.	Bijur..	CR.	18x2½	Fire..	A..	Bim..	Auburn.....76
In-Fw.	148	DH..	No..	Ex-Dr	49	M	Col.	I.	7	2	RE	Ross.	C&L..	Var..	....	½E.	38⅜x2	½E.	56½x2½	St..	Smi.	Bijur..	CR.	18x2½	Fire..	A..	Bim..	Auburn.....88
In-Fw.	178	DH..	No..	Ex-Dr	49	M	Col.	I.	7	2	RE	Ross.	C&L..	16	....	½E.	38¾x2	½E.	56½x2¼	St..	Smi.	Bijur..	CR.	18x2½	Fire..	A..	Mot..	Auburn.....115
Ex-Fw	270	DM..	No..	In-Rw	98	M	Own	I.	7½	2½	RE	Jac..	W&N.	15.15	37½	½E.	36½x2	Ca..	48x2½	carS	Smi.	Zerk..	PG.	21x4	Jax..	A..	Jax..	Buick.....115
Ex-Fw	350	DM..	No..	In-Rw	132½	M	Own	I.	7½	2½	RE	Jac..	W&N.	16.2	41½	½E.	36¾x2	Ca..	48x2½	carS	Smi.	Zerk..	PG.	21x4½	Jax..	A..	Jax..	Buick.....120
Ex-Fw	350	DM..	No..	In-Rw	132½	M	Own	I.	7½	2½	RE	Jac..	W&N.	16.2	43	½E.	36¾x2	Ca..	48x2½	carS	Smi.	Zerk..	PG.	21x4½	Jax..	A..	Jax..	Buick.....128
B-Fw.	400	DM..	No..	In-Rw	225	M	Own	I.	5	2½	RE	Jac..	W&S..	14	50	½E.	42x2¼	½E.	60x2½	St..	Mid	Alem..	PG.	20x6	Jax..	A..	Jax..	Cadillac.....341
Ex-Fw	315	DM †	No..	Ex-Dr	46	M	Own	I.	5¼	2¼	RE	Own.	W&S..	14½	44	½E.	x2	½E.	59½x2½	St..	Mid	Bowen	CR.	20x4½	Jax..	A..	Mot..	Chandler.. Big 6
Ex-Fw	280	DM †	No..	Ex-Dr	31	M	Own	I.	0	2½	RE	Gem.	W&S..	11	36	½E.	34x2	½E.	51x2	St..	Mid	Bowen	CR.	20x4	Jax..	A..	Mot..	Chandler.. Spec. 6
Ex-Fw	315	DM †	No..	Ex-Dr	46	M	Own	I.	5¼	2¼	RE	Own.	W&S..	14½	44	½E.	x2	½E.	59½x2½	St..	Mid	Bowen	CR.	20x4½	Jax..	A..	Mot..	Chandler Roy. St. 8
B-Fw.	190	DM..	No..	In-Rw	70	M	Own	I.	7/16	1½	RE	Own.	W&W.	9½	....	½E.	36x1¾	½E.	54x1¾	St..	Smi.	Alem..	PG.	21x2¾	Jax..	D..	Own.	Chevrolet.....
Ex-Rw	128¼	DM..	No..	Ex-Dr	42¾	M	Own	I.	0	2	RE	Gem.	W&S..	10	....	½E.	35½x1½	½E.	53½x1½	St..	....	Zerk..	PG.	20x3½	....	A..	....	Chrysler.....52
Ex-Fw	202⅞	DH..	No..	Ex-Dr	49¼	R	Own	I.	7	1 13/16	RE	Gem.	W&S..	14	....	½E.	38⅞x2	½E.	53⅝x2	St..	....	Zerk..	PG.	18x4	Fire..	A..	....	Chrysler.....62
Ex-Fw	202⅞	DH..	No..	Ex-Dr	49¼	R	Own	T.	7	2	RE	Gem.	W&S.	14	....	½E.	40½x2	½E.	57¾x2	St..	....	Zerk..	PG.	18x4	Fire.	A..	....	Chrysler.....72
In-Fw.	228	DH..	No..	Ex-Dr	49¼	R	Own	T.	6	2	RE	Ross.	C&L.	14	....	½E.	41½x2½	½E.	58x2¼	St..	....	Zerk..	PG.	18x4½	Fire..	....	....	Chrysler.. Imp. 80
In-Fw.	368	DM..	No..	In-Fw.	368	M	Tim	I.	6	2	RE	Ross.	C&L..	17	48	½E.	40x2½	¾E.	62x2½	St..	Par.	Alem..	PG.	21x4	Fire..	Opt.	....	Cunningham.. V-7
Ex-Fw	112	DH..	No..	Ex-Dr	38	M	Col.	I.	7	2	RE	Ross.	C&L..	....	....	½E.	34¾x2	½E.	53½x2	St..	Smi.	Alem..	PG.	18x	....	A..	Mot..	Davis.....99
Ex-Fw	201	DH..	No..	Ex-Dr	48	M	Col.	I.	7	2	RE	Ross.	C&L..	12–15½	50	½E.	36x2	½E.	54½x2	St..	Mid	Alem..	PG.	20x4	Fire..	A..	Mut..	Diana..... St. 8
Ex-Rw	178⅛	DM..	No..	In-Rw	123½	M	Own	I.	....	....	RE	Gem.	....	....	....	½E.	....	½E.	55¾x	St..	....	Zerk..	PG.	21x	....	....	....	Dodge Brothers. 124
In-Fw.	289⅛	DM..	No..	Ex-Dr	43¾	M	Own	I.	....	....	RE	Gem.	W&S..	13	38	½E.	37x1¾	½E.	54x2	St..	....	Zerk..	PG.	19x	....	A..	....	Dodge Brothers. 128
In-Fw.	187¼	DH..	No..	In-Rw	93⅝	M	Own	I.	....	....	RE	Gem	W&S.	....	....	½E.	37x2	½E.	55x2	St..	....	Zerk..	PG.	19x	....	Opt.	....	Dodge Bro. Senior 6
In-Fw.	152	DH..	No..	Ex-Dr	43¾	M	Own	I.	....	....	RE	Gem.	W&S.	....	....	½E.	....	½E.	54½	St..	....	Zerk..	PG.	19x	....	....	....	Dodge Bro. Victory 6
In-Fw.	207	DM..	No..	In-Fw.	207	M	Own	I.	6	2	RE	Own.	W&W.	11	36	½E.	36x1¾	½E.	55¼x1½	St..	Own	Alem..	PG.	19x3½	hays°	A..	hays°	Durant.....55
In-Fw.	207	DM..	No..	In-Fw.	207	M	Own	I.	6	2	RE	Own	W&W.	11	37	½E.	36x1¾	½E.	54x1¾	St..	Own	Alem..	PG.	19x3½	hays°	A..	hays°	Durant.....65
In-Fw.	225⅞	DM..	No..	In-Fw.	225⅞	M	Own	I.	6	2	RE	Own	W&S.	15	40	½E.	36x1¾	½E.	54x1¾	St..	Own	Alem..	PG.	19x4	hays°	A°.	hays.	Durant.....75
Ex-Fw	.....	DH..	No..	Ex-Dr	.....	F.	Col.	I.	.....	.....	.....	Ross.	C&L..	.....	.....	½E.	40x2	½E.	60x2½	St..	.....	.....	.....	20x	.....	A..	.....	duPont.....E
—Fw.	.....	DH..	No..	Ex-Dr	.....	F.	Col.	I.	.....	.....	.....	Ross.	C&L..	.....	.....	½E.	40x2	½E.	60x2½	St..	.....	.....	.....	20x	.....	A..	.....	duPont.....F
Ex-Fw	168	DH..	No..	Ex-Dr	36½	F.	Sal..	I.	7	1½	RE	Ross.	C&L..	Var..	39	½E.	31x2	½E.	51x2¼	St..	Mid	.....	OC.	18x4	Hays	A..	Hays	Elcar.....6-70
Ex-Fw	168	DH..	No..	Ex-Dr	36½	F.	Sal..	I.	7	1½	RE	Ross.	C&L..	Var..	39	½E.	38x2	½E.	56x2¼	carS	Mid	.....	OC.	18x4	Hays	A..	Hays	Elcar.....8-78
Ex-Fw	244	DH..	No..	Ex-Dr	49¼	F.	Sal..	I.	6	2½	RE	Ross.	C&L..	Var..	39	½E.	38x2	½E.	56x2¼	St..	Mid	.....	OC.	18x4	Hays	A..	Hays	Elcar.....8-82
Ex-Fw	320	DH..	No..	Ex-Dr	49¼	F.	Sal..	I.	7	2½	RE	Ross.	C&L..	Var..	46	½E.	38x2	½E.	58x2½	carS	Mid	Bowen	CR.	20x4	Hays	A..	Hays	Elcar.. 8-91, 8-92
In-Fw.	178	DM..	No.	In-Fw.	178	M	Tim	I.	6	2	...	Gem.	W&S.	13	36	½E.	36x1¾	½E.	52x1¾	St..	Mid	Alem..	PG.	20x3½	Hays	A..	Hays	Erskine.....6
In-Fw.	.....	DM..	No.	In-Fw.	.....	M	Own	I.	.....	.....	.....	Own.	W&W.	.....	.....	½E.	.....	½E.	54⅞x	St..	.....	Own.	OW.	20x	.....	A..	.....	Essex..... Super 6
In-Fw.	215¼	DM..	No..	In-Fw.	.....	M	Own	I.	3	2.7	RE	Own.	W&W.	9¼	34	½E.	34½x1⅜	½E.	51⅞x1⅜	St..	Own	Alem..	PG.	19x2⅞	Jax..	A..	Hays	Falcon Knight.....12
In-Fw.	168	DM..	No..	In-Fw.	168	M	Own	I.	.....	.....	RE	Own.	W&S.	11.25	34	T½E	x1¾	T½E	x2¼	St..	Own	Zerk..	PG.	.....	.....	W..	Own.	Ford.....A
In-Fw.	.....	DH..	No..	Ex-Dr	.....	.....	Own	T.	7	2	RE	Own.	W&S.	10½	39	FE.	36x1¾	FE.	38x1¾	Wd.	Own	Zerk..	PG.	20x4	Mot..	A..	Mot..	Franklin Series 12
In-Fw.	.....	DH..	No..	Ex-Dr	.....	.....	Own	T.	7	2	RE	Own.	W&S.	10⅓	....	FE.	.....	.....	.....	St..	Hyd	.....	.....	19x4	.....	.....	.....	Franklin Series 12
In-Fw.	200	DM..	No..	Ex-Dr	48	.....	Col.	I.	7	2	RE	Ross.	C&L..	12–15½	40	½E.	36x2	½E.	54x2¼	St..	Mid	Alem.	PG.	19x2¾	Mot.	A..	Mot..	Gardner.....75
In-Fw.	.....	DH..	No..	Ex-Dr	48	.....	Col.	I.	7	2	RE	Ross.	C&L.	.....	40	½E.	36x2	½E.	54x2¼	St..	Mid	.....	.....	19x2¾	Mot.	A..	Mot..	Gardner.....85
In-Fw.	228	DH..	No..	Ex-Dr	48	.....	Col.	I.	7	2	RE	Ross.	C&L.	14½–17	43	½E.	38x2	½E.	57x2¼	St..	Mid	.....	.....	18x2¾	Mot.	A..	Mot..	Gardner.....95
Ex-Fw	.....	DH..	No..	Ex-Dr	.....	M	.....	I.	.....	.....	RE	Gem.	W&S.	13	36.	½E.	36x2	½E.	54x2	St..	....	Zerk..	PG.	19x4	Clev.	A..	Mot.	Graham-Paige.. 610
Ex-Fw	.....	DH..	No..	Ex-Dr	.....	M	.....	I.	.....	.....	.....	.....	C&L..	.....	.....	½E.	36x	½E.	58x	St..	....	Zerk..	PG.	.....	.....	A..	.....	Graham-Paige.. 614
In-Fw.	187	DH..	No..	Ex-Dr	49	M	.....	I.	.....	.....	RE	.....	C&L..	16	....	½E.	.....	½E.	58x	St..	....	Zerk..	PG.	19x	.....	A..	.....	Graham-Paige.. 619
In-Fw.	187	DH..	No..	Ex-Dr	49	M	.....	I.	.....	.....	RE	Ross.	C&L..	16	46	½E.	38x2	½E.	58x2¼	St..	....	Zerk..	PG.	19x4½	.....	D..	Mot..	Graham-Paige.. 629
In-Fw.	.....	DH..	No..	Ex-Dr	.....	M	.....	I.	.....	.....	.....	.....	C&L..	.....	.....	½E.	38x	½E.	58x	St..	....	Zerk..	PG.	.....	.....	D..	.....	Graham-Paige.. 835
In-Fw.	304⅜	DM..	No..	In-Rw	152⅞	M	Own	I.	6½	2½	RE	Gem	W&W.	18	42	½E.	39x2¼	½E.	57¼x2½	St..	Own	.....	OW.	19x4½	Fire..	A..	Mot..	Hudson.....O
In-Fw.	307¾	DM..	No..	In-Rw	152⅞	M	Own	I.	6½	2½	RE	Gem.	W&W.	18	....	½E.	39x2¼	½E.	57¼x2½	St.	Own	.....	OW.	19x4½	Fire..	A..	Mot..	Hudson.....S
B-Fw.	250	DM..	No..	Ex-Rw	133½	M	Own	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	37x2	½E.	54x2	St..	Smi.	Alem.	PG.	19x2	Hays	A°.	.....	Hupmobile. Cent. 6
Ex-Fw	282½	DH..	No..	Ex-Dr	45	.....	Own	I.	.....	.....	.....	Ross.	C&L.	.....	.....	½E.	.....	½E.	56½x	St..	....	Alem..	PG.	20x	.....	.....	.....	Hupmobile.. 125-8
In-Fw.	.....	DH..	No..	In-Fw.	.....	M	Own	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	37x2	½E.	57¼x2	St..	Smi.	Alem.	PG.	19x4½	Hays	A..	Hays	Hupmobile. Cent. 8
Ex-Fw	300	DH..	No..	Ex-Dr	63	M	Tim	I.	.....	.....	...	Gem.	W&S.	18	....	½E.	37x2	½E.	55¾x2	St..	Mid	Alem.	PG.	18x4	Fire..	A..	Mot..	Jordan.....JE
Ex-Fw	238	DH..	No..	Ex-Dr	38	M	Col.	I.	.....	.....	...	Gem.	W&W.	13	35	½E.	36x2	½E.	55¼x2	St..	Mid	Alem.	PG.	18x4	Fire..	A..	Mot..	Jordan.....R
Ex-Fw	300	DH..	No..	Ex-Dr	63	M	Tim	I.	.....	.....	RE	Gem.	W&W.	11½	....	½E.	37x2	½E.	55¾x2	St..	Mid	Alem.	PG.	20x	Mot.	A..	Mot..	Jordan.....J-1
Ex-Fw	200	DH..	No..	Ex-Dr	38½	R	Col.	I.	7	2	RE	Ross.	C&L..	Var..	41	½E.	38x2	½E.	57x2	St..	Smi.	Alem..	PG.	18x4	Fire..	A..	....	Kissel.....6-70
Ex-Fw	304	DH..	No..	Ex-Dr	38½	R	Col.	I.	.....	.....	RE	Ross.	C&L.	Var..	....	½E.	40x2¼	½E.	60x2¼	St..	Smi.	Alem..	PG.	18x4½	Fire..	A..	Mut.	Kissel.....8-80
Ex-Fw	304	DH..	No..	Ex-Dr	38½	R	Col.	I.	7	2	RE	Ross.	C&L.	Var..	48	½E.	38x2	½E.	57x2	carS	Smi.	Alem..	PG.	18x4½	Fire..	A..	Mut.	Kissel.....8-80 S
Ex-Fw	360	DH..	No..	Ex-Dr	36	R	Tim	I.	6	2	RE	Ross.	C&L.	Var..	....	½E.	40x2¼	½E.	60x2	St..	Smi.	Alem..	PG.	18x4½	Fire.	A..	....	Kissel.....8-90
B-Fw.	280	DM..	No..	InRw.	130..	M	Own	I.	7½	2½	RE	Jac..	W&S.	14	40	½E.	39x2	½E.	58x2	St..	Mid	Alem..	PG.	20x4½	Jax..	A°.	Jax..	La Salle.....
In-Fw.	444	DM..	No..	Ex-Rw	202	..	Tim	I.	.....	.....	.....	Own.	.....	.....	.....	½E.	.....	½E.	60x	St..	....	Alem..	PG.	20x	.....	A..	.....	Lincoln.....8
In-Fw.	231	DM..	No..	In-Rw	115½	R	Ada	I.	7	....	RE	Ross.	C&L.	12¾–16	41	½E.	37 1/16x2	½E.	58x2	St..	Mid	Zerk..	PG.	19x2½	Hays	A..	Hays	Locomobile.. 8-70
In-Fw.	308	DM..	No..	In-Rw	154	R	Sal..	I.	7	1½	RE	Ross.	C&L.	14½–17	45	½E.	37 5/16x2	½E.	58x2¼	St..	Mid	Zerk..	PG.	20x3⅛	Hays	A..	Hays	Locomobile.. 8-80
In-Fw.	360	DM..	No..	In-Rw	180	M	Eat.	I.	7	2	RE	Ross.	C&L.	14½–17	48	½E.	40x2¼	½E.	60x2½	St..	Mid	Zerk..	PG.	21x3¾	Fire.	A..	Hays	Locomobile.. 90
B-Fw.	421¾	DM..	No..	In-Rw	147½	M	Own	I.	7½	1½	RE	Ross.	C&L..	14–22	57	½E.	40x2	¾E.	50x2¼	St..	Mid	Zerk..	PG.	21x3¾	Fire.	A..	PJon.	Locomobile.. 48
In-F w	224	DM..	No..	In-Fw.	224	R	Sal..	I.	7	2	RE	Ross.	C&L..	14	38	½E.	38 3/16x1½	½E.	56⅜x1½	carS	Mur	Zerk..	PG.	19x4	Hays	A..	Hays	Marmon.....68
In-Fw.	224	DM..	No..	In-Fw.	224	R	Sal..	I.	7	2	RE	....	C&L.	15.15	40	½E.	38 3/16x2	½E.	56 3/16x2	St..	....	Zerk..	PG.	19x4	Hays	A..	Hays	Marmon.....78
In-Fw.	360	DM..	....	I- Rw	80	M	Own	I.	6 37/80	2 37/80	RE	Gem.	W&R.	18	....	½E.	39 1/16x2	DT.	45x2½	St..	Mur	Bowen	CR.	20x4½	Fire.	A..	Hays	Marmon.....E-75
Ex-Fw	288	DH..	No..	Ex-Dr	49½	M	Tim	I.	6	2½	..	Ross.	C&L..	Var..	49	½E.	39x2	½E.	58½x2¼	St..	Hyd	Bowen	CR.	21x4½	Fire.	A..	Bim..	McFarlan.. St. 8
Ex-Fw	392 11/32	DH..	No..	In-Rw	235	M	Tim	I.	6	2½	RE	Ross.	C&L.	Var..	53	½E.	40x2¼	¼E.	64x2½	St..	Hyd	Bowen	CR.	21x4½	Fire.	A..	Bim..	McFarlan.. TV-6
Ex-Fw	200	DH..	No..	Ex-Dr	36	M	Col.	I.	7	2	RE	Ross.	C&L..	12–15½	36	½E.	36x2	½E.	54x2	St..	Mid	Alem..	PG.	20x4	Fire.	A..	Mot..	Moon.....6-60
Ex-Fw	202	DH..	No..	Ex-Dr	36	M	Col.	I.	7	2	RE	Ross.	C&L..	12–15½	47	½E.	36x2	½E.	54x2	St..	Mid	Alem..	PG.	20x4	Jax..	D..	Mot..	Moon..... Series A
Ex-Fw	200	DH..	No..	Ex-Dr	36	M	Col.	I.	7	2	RE	Ross.	C&L..	12–15	....	½E.	36x2	½E.	54x2	St..	Mid	Alem..	PG.	19x	Fire.	A°.	Mut.	Moon.....6-72
Ex-Fw	.....	DH..	No..	Ex-Dr	.....	M	Col.	I.	.....	.....	RE	Ross.	C&L..	15	....	½E.	36x2	½E.	54x2¼	St..	Mid	Oilom.	CR.	19x	.....	A..	.....	Moon.....8-80

Jax—Jaxon.
m—Metal.
M—Metal.
MD—Multiple Dry Disk.
Mec—Mechanics.
Mid—Midland.
Mot—Motor Wheel.
Mur—Murray.
Mut—Mutual.
NP—New Process.

OC—Oil Cups.
OG—Oil and Grease Cups.
Oilom—Oilomoter.
OW—Oil Cups with Wick Feed.
Opt—Optional.
P—Single Dry Plate.
PG—Pressure Gun.
PJon—Phineas Jones.
PS—Pressed Steel.
P&B—Parish & Bingham.
Pet—Peters.

R—Rubber.
RE—Reverse Elliott.
Roc—Rockford.
RR—Radius Rods.
R&S—Roller and Sector.
s—Segments.
Sal—Salisbury.
SB—Spiral Bevel.
SeU—Separate Unit.
Smi—Smith.
Spec—Special.

Spi—Spicer.
Spr—Springs.
St—Steel.
T—Tubular.
TA—Torque Arm.
TT—Torque Tube.
T½E—Transverse Semi-Elliptic.
Tim—Timken.
U-M—Universal Machine.
U-P—Universal Products.

Var—Varies.
W—Wire (Wheels).
War—Warner Corp.
W-G—Warner Gear.
Wd—Wood.
Wo—Worm.
W&G—Worm & Gear.
W&N—Worm and Nut.
W&R—Worm and Roller.
W&S—Worm and Sector.
W&W—Worm and Wheel.

American Passenger Car

MAKE AND MODEL	GENERAL			CLUTCH						GEARSET				Universals Type and Make	REAR AXLE							
	Wheelbase (In.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Facings: Maximum Dia. (In.)	Facings: Minimum Dia. (In.)	Facings: Number	Make	Location	Number of Forward Speeds	Low Gear Ratio		Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
Nash.....Std. 6	108	1790	30x5.00	B&B.. 9Q	P.....	2-1	8⅞	6⅛	2	Own..	Eng...	3	3.06	f-Own...	Own..	½F...	SB....	4.77	Spr...	Spr...	8¾	N-P...
Nash..... Special	112½	....	30x5.25	B&B.....	P.....	2-1	9⅛	7¾	2	Own..	Eng...	3	3.25	m-Own..	Own..	½F...	SB....	4.88	Spr...	Spr...	9	Own..
Nash.....Advanced	121°	....	32x6.00	B&B. 11N	P.....	2-1	10⅞	6¾	2	Own..	Eng...	3	3.25	m-Own..	Own..	½F...	SB....	4.50	Spr...	Spr...	9½	Own..
Oakland.....AA 6	113	....	29x5.50	Own.....	P.....	1-1	8⅞	5½	2	Mun..	Eng...	3	3.0	m-Mec..	Own..	½F...	SB....	4.42	Spr...	Spr...	8⅝	BLC..
Oldsmobile.....F28	113½	1600	28x5.25	B&B.....	P.....	2-1	8⅞	6⅛	2	Own..	Eng...	3	3.0	m°-U-P..	Own..	½F...	SB....	4.81	Spr...	Spr...	8	Own..
Overland(4) Whippet	100¼	....	28x4.75	B&B.. 3Q	P.....	2-1	7⅞	5⅛	2	Own..	Eng...	3	3.24	m-Mec..	Own..	½F...	SB....	4.89	Spr...	Spr...	8 11/16	N-P...
Packard.....526	126	2945	32x6.00	Own.....	dp....	2-1	9¾	6¼	4	Own..	Eng...	3	3.35	m-Mec..	Own..	½F...	Hyp..	4.67°	Spr...	Spr...	8 3/32	.....
Packard.....533	133	3025	32x6.75	Own.....	dp....	2-1	9¾	6¼	4	Own..	Eng...	3	3.35	m-Mec..	Own..	½F...	Hyp..	4.67°	Spr...	Spr...	9 3/32	.....
Packard.....443	143	3530	32x6.75	Own.....	dp....	3-2	9¾	6¼	4	Own..	Eng...	3	3.34	m-Mec..	Own..	½F...	Hyp..	4.33°	Spr...	Spr...	9 3/32	.....
Peerless.....6-60	116	....	29x5.25	B&B. 10QL	P.....	2-1	9⅞	6¾	2	Det..	Eng...	3	3.11	m-Spi..	Col...	½F...	SB....	4.44	Spr...	Spr...	.....	Col...
Peerless.....6-80	116	2090	31x6.00	B&B. 10QL	P.....	2-1	9⅞	6¾	2	Det..	Eng...	3	3.11	m-Spi..	Col...	½F...	SB....	45/11°	Spr...	Spr...	.....	Col...
Peerless.....6-91	120	....	31x6.00	B&B.11QL	P.....	2-1	10⅞	6¾	2	Det..	Eng...	3	3.11	m-Spi..	Col...	½F...	SB....	51/12°	Spr...	Spr...	.....	Col...
Peerless.....8-69	133½°	3070	33x6.20	B&B.11QL	P.....	2-1	10⅞	6¾	2	Own..	Eng...	3	3.33	m-Spi..	Eat...	½F...	SB....	4.42	Spr...	TA.....	.....	Eat...
Pierce-Arrow.....81	130	....	32x6.00	B&B.....	P.....	2-1	.....	.....	.....	B-L..	Eng...	3	.....	m-Spi..	Tim...	½F...	SB....	4.45	Spr...	TA.....	.....	.....
Pierce-Arrow.....36	138	....	33x6.75	Own.....	MD....	....	10 3/32	8¼	8	Own	SeU...	3	.....	m-Spi..	Own..	½F...	SB....	4.29	Spr...	TA.....	.....	.....
Pontiac.....6	110	1726	29x4.75	Own.....	P.....	1-1	8⅞	5½	2	Own..	Eng...	3	3.33	m-Own..	Own..	½F...	SB....	4.18	TT...	TT...	8½	Own..
Reo.. Flying Cloud	121	....	30x6.20	Long.....	P.....	2-1	9¾	6¼	1	Own..	Eng...	3	3.26	m-Det...	Own..	½F...	SB....	4.58°	Spr...	Spr...	9	Own..
Reo... Wolverine	114	....	28x5.25°	B&B.....	P.....	2-1	9⅞	6¾	2	W-G..	Eng...	3	3.11	m-Det...	Sal...	½F...	SB....	4.45	Spr...	Spr...	8½	.....
Roamer.....8-78	120	....	32x6.00	B&B.....	P.....	2-1	8⅞	6⅛	2	W-G..	Eng...	3	.....	m-Mec..	Sal...	½F...	SB....	4.45	Spr...	Spr...	.....	.....
Roamer.....8-80	126	....	32x6.00	B&B.....	P.....	2-1	9¾	6¾	2	W-G..	Eng...	3	.....	m-Mec..	Sal...	½F...	SB....	4.45	Spr...	Spr...	.....	.....
Roamer.....8-88	136	....	32x6.20	B&B.....	P.....	2-1	10	6¾	....	W-G..	Eng...	3	.....	m-Mec..	Sal...	½F...	SB....	4.64	Spr...	Spr...	.....	.....
Rolls Royce N. Ph.	146½°	....	33x6.75	Own.....	P.....	2-1	.....	.....	....	Own..	SeU...	3	.....	m-Own..	Own..	FF....	SB....	3.71	TT...	TT...	8½	Own..
Rolls Royce. Si. Gh.	143½	3900	33x6.75	Own.....	Co....	....	.....	.....	....	Own..	SeU...	3	.....	m-Own..	Own..	FF....	SB....	3.71	TT...	TT...	8½	Own..
Star.....4	107	....	28x4.75	Own.....	P.....	2-1	9½	6½	8s	Own..	SeU...	3	3.32	m-Spi...	Own..	½F...	SB....	4.87	Spr...	Spr...	9⅜	Own..
StearnsKnight F6-85	137¼	3460	32x6.75	B&B. 11Q	P.....	2-1	10⅞	6¾	2	Own..	Eng...	3	3.01	m-Spi...	Tim...	½F...	Wo...	5.0°	Spr...	Spr...	.....	Tim...
Stearns K. H&8-85	137°	4025	32x6.75	Long29AM	dp....	2-2	9¾	6¼	4	Own..	Eng...	3	3.01	m-Spi...	Tim...	½F...	Wo...	4.5	Spr...	Spr...	.....	Tim...
Studebaker... Dic.	113	2330	30x5.50	Long.....	P.....	2-1	9¾	5½	2	Own..	Eng...	3	3.24	m-Spi...	Own..	½F...	SB....	4.3	Spr...	Spr...	.....	Own..
Studebaker.. Com.	120	2627	30x5.50	Long.....	P.....	2-1	11	6½	2	Own..	Eng...	3	3.24	m-Spi...	Own..	½F...	SB....	3.31°	Spr...	Spr...	.....	Own..
Studebaker. Pres. 8	131	....	31x6.20	Long28AM	dp....	3-2	8¾	5¾	4	Own..	Eng...	3	3.24	m-Spi...	Own..	½F...	SB....	4.3°	Spr...	Spr...	8	Own..
Stutz.....BB	131	....	32x6.20	B&B.....	P.....	2-1	10⅞	6¾	2	Det..	Eng...	3	3.11	m-Mec..	Tim...	½F...	Wo...	5.0	Spr...	Spr...	8½	Tim...
Stutz.....BB	145	....	32x6.75	B&B.....	P.....	2-1	10⅞	6¾	2	Det..	Eng...	3	3.11	m-Mec..	Tim...	½F...	Wo...	5.0	Spr...	Spr...	8½	Tim...
Velie..... Std. 50	112	....	30x5.25	B&B.. 9 Q	P.....	2-1	8⅞	6⅛	2	W-G..	Eng...	3	3.00	m-Cle...	Own..	½F...	SB....	4.9	Spr...	Spr...	8½	Wrr...
Velie.....6-66	112	2081	30x5.25	B&B. 9 Q	P.....	2-1	8⅞	6⅛	2	W-G..	Eng...	3	3.07	m-Cle...	Own..	½F...	Wo...	4.9	Spr...	Spr...	8½	BLC..
Velie.....6-77	118	2254	32x6.00	B&B.. 10Q	P.....	2-1	9⅞	6¾	2	Mec..	Eng...	3	3.06	m-Cle...	Own..	½F...	Wo...	4.9	Spr...	Spr...	8⅞	BLC..
Velie.....8-88	125	2574	32x6.20	B&B.11QL	P.....	2-1	10⅞	6¾	....	Mec..	Eng...	3	3.24	m-Cle...	Own..	½F...	Wo...	4.6	Spr...	Spr...	9	BLC..
Willys Knight.Std. 6	109½	....	29x5.50	B&B. 9QL	P.....	2-1	8⅞	6⅛	2	Own..	Eng...	3	3.62	m-Mec..	Own..	½F...	SB....	5.11	Spr...	Spr...	8½	N-P...
Willys Knight Spec.6	113¼	....	31x6.00	B&B. 9QL	P.....	2-1	8⅞	6⅛	2	Own..	Eng...	3	3.15	m-Mec..	Own..	½F...	SB....	5.11	Spr...	Spr...	8⅜	N-P...
Willys Kni. Great 6	135°	2944	32x6.20°	B&B.11QL	P.....	2-1	10⅞	6¾	2	Own..	Eng...	3	3.21	m-Mec..	Own..	¾F...	SB....	4.7	Spr...	Spr...	8¾	N-P...

ABBREVIATIONS:

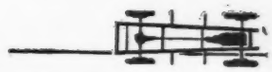
******—Where two ratios are given, the first is at ends; the second at center of cam.
°—Others also.
†—Vacuum Booster.
‡—Overall Length.
A—Artillery.
Ada—Adams.
Alem—Alemite.
Alm—Almetal.
AmW—American Wire Wheel.
A-Z—Alemite-Zerk.
B&B—Borg & Beck.
B-L—Brown-Lipe.
B-Fw—Both Internal and External Four Wheels.
BLC—Brown Lipe Chapin.
Bim—Bimel.
Ca—Cantilever.
carS—Carbon Steel.
Ck—Cork Inserts.
Cle—Cleveland.
Clev—Cleveland Welding.
C&L—Cam and Lever.
Col—Columbia.
Cpl—Campbell.
CR—Central Reservoir.
dp—Double Plate.
Det—Detroit.
DH—Direct Hydraulic.
DM—Direct Mechanical.
DT—Double Transverse.
Eat—Eaton.
El—Elliot.
Eng—Unit with Engine.
Ex-Dr—External Driveshaft.
Ex-Fw—External Four Wheels.
Ex-Rw—External Rear Wheel
½E—½ Elliptic.
½F—½ Floating.
¾F—¾ Floating.
f—Fabric.
F—Fabric.
Fair—Fairmount Machine Co.
FE—Full Elliptic.
FF—Full Floating.
Fire—Firestone.
Gem—Gemmer.
G&H—Guay & Haigh.
Hay—Kelsey-Hayes.
Hyd—Hydraulic.
Hyp—Hypoid.
I—"I" Section.
In-Fw—Internal Four Wheels.
In-Rw—Internal Rear Wheels.
Jac—Jacox.

American Electric

MAKE AND MODEL	GENERAL								BATTERY						PERFORMANCE	
	Body Type	Number of Passengers	Price Complete	Price Without Battery	Wheelbase (Ins.)	Tread (Ins.)	Tire Size (Ins.)	Weight Complete (Lbs.)	Make	Model	Price	Voltage	Ampere Hour Capacity	Location	Miles per Charge with Full Load	Speed with Full Load (M.P.H.)
*Detroit.....97	Coupe.....	4	$2800	$2500	100	56	32x4	3385	Own.....	Thin Plate...	400	84	153	½UH & ½RC...	80-100	26
Rauch & Lang.....	Taxicab.....	5	2900	2550	112	56	25x5.77	4775	Philco.....	PX.....	.....	.....	180	½UH & ½RC...	60-100	25
Rauch & Lang. B-68	Brougham.....	4	4250	Var.....	102	56	32x4½	4200	Phila.....	PX.....	Var...	95	180	½UH & ½RC...	60-100	25-28
Rauch & Lang. S-6B	Sedan.....	4	5000	Var.....	102	56	32x4½	Var.....	Phila..‡	PX.....	Var...	.....	180	½UH & ½RC...	60-100	25-28

ABBREVIATIONS:
Art—Artillery
Gen. Elec.—General Electric
Phila.—Philadelphia
Tor Arm—Torque Arm
Under F—Under Floor
Under S—Under Seat
Unit with J. S—Unit with Jackshaft

Chassis—Continued



BRAKES							FRONT AXLE					STEERING GEAR				SPRINGS				FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot				Hand												Front		Rear										
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes	Type and Location	Braking Area (Sq. In.)	Shackles Type	Make	Axle Section Type	Angle of Pivot Pin with Vertical (°)	Angle of Wheel Spindles with Horiz.(°)	Axle End Type	Make	Type	Ratio (to one) **	Minimum Turning Circle Diameter (Ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Make	Type	Diameter and Width (In.)	Make	Type	Make	
B-Fw.	183.9	DM..	No..	Ex-Rw	116⅜	M	Own	I.	0	2	RE	Ross.	C&L..	.....	....	½E.	36x2	½E.	50⅞x2	St..	Mur	Alem..	PG.	20x4	Budd	D..	Budd	Nash..... Std. 6
B-Fw.	254	DM..	No..	Ex- Dr	33¾	M	Own	I.	0	2	RE	Gem.	W&S.	14	....	½E.	38x2	½E.	54x2	St..	Smi.	Alem..	PG.	20x4½	Budd	D..	Budd	Nash..... Special
B-Fw.	350	DM..	No..	Ex- Dr	57½	M	Own	I.	0	2	RE	Gem.	W&S.	18	....	½E.	39½x2	½E.	56½x2¼	St..	Smi.	Alem..	PG.	21x3¾	Budd	D..	Budd	Nash.. Advanced
Ex-Fw	260	DM..	No..	Ex- Dr	41.8	M	Own	I.	7½	1½	RE	Jac..	S&N..	15	36	½E.	36x2	½E.	54½x2	St..	Smi.	Alem°	PG.	19x4	Jax..	A...	Mot..	Oakland.....AA 6
B-Fw.	244	DM..	No..	Ex-Rw	122	M	Own	I.	.....	....	RE	Jac..	W&N.	13.81	36	½E.	35x2	½E.	54½x2	carS	Own	Alem..	PG.	18x	.....	A...	Mot..	Oldsmobile.....F28
B-Fw.	220	DM..	No..	Ex-Rw	130.9/16	M	Own	I.	7½	2	RE	Own.	W&G.	8½	36.2	½E.	33x1¾	½E.	49x1¾	carS	Own	Alem..	PG.	19x3½	Hays	A...	Hays	Overland(4)Whippet
In-Fw.	303¾	DM..	No..	In-Rw	154⅜	M	Own	I.	.....	....	RE	Own.	W&S.	.....	47	½E.	38x2	½E.	56x2¼	St..	....	Bijur..	CR.	20x	.....	D...	Mot..	Packard.....526
In-Fw.	303¾	DM..	No..	In-Rw	154⅜	M	Own	I.	.....	....	RE	Own.	W&S.	.....	47	½E.	38x2	½E.	56x2¼	St..	....	Bijur..	CR.	21x	.....	D...	Mot..	Packard.....533
In-Fw.	364½	DM..	No..	In-Rw	182¼	M	Own	I.	.....	....	RE	Own.	W&S.	.....	....	½E.	38x2	½E.	56x2¼	St..	....	Bijur..	CR.	21x	.....	D...	Mot..	Packard.....443
Ex-Fw	.....	DH..	No..	Ex- Dr	.....	..	I.	7	2	RE	Ross.	C&L.	.....	.....	....	½E.	37⅛x1¼	½E.	54x2	St..	....	Alem..	PG.	19x4	Mot..	....	Mot..	Peerless.....6-60
Ex-Fw	282	DH..	No..	Ex- Dr	24	M	Col.	I.	7	2	RE	Ross.	C&L.	.....	....	½E.	37½x2	½E.	54x2¼	St..	....	Alem..	PG.	19x4	.....	A...	Mot..	Peerless.....6-80
Ex-Fw	282	DH..	No..	Ex- Dr	24	M	Col.	I.	7	2	RE	Ross.	C&L.	.....	....	½E.	37½x2	½E.	54x2½	St..	....	Alem..	PG.	19x	Mot..	A...	Mot..	Peerless.....6-91
Ex-Fw	342½	DH..	No..	In-Rw	147⅛	..	Eat.	I.	7½	2	RE	Ross.	C&L.	12½–19	....	½E.	38x2	½E.	56x2¼	St..	....	Alem..	PG.	21x	Fire..	D...	Mot..	Peerless.....8-69
In-Fw.	.....	DM..	No..	In-Rw	.....	..	.....	.....	.....	.....	RE	Gem.	R&S.	.....	43	½E.	38x2	½E.	56½x2½	St..	....	Bowen	CR.	20x4½	.....	A...	.....	Pierce-Arrow.....81
In-Fw.	314	DM..	No..	In-Rw	184	..	Own	I.	.....	.....	...	Gem.	.....	.....	.....	.....	.....	½E.	61¼x	St..	....	Zerk..	PG.	21x	.....	.....	.....	Pierce-Arrow.....36
B-Fw.	190	DM..	No..	In-Rw	70	M	Own	I.	.....	....	E..	Jac..	S&N..	12.4	38⅔	½E.	36x1¾	½E.	54x1¾	St..	Smi.	Zerk..	PG.	19¾x2⅝	Jax..	A...	Jax..	Pontiac.....6
In-Fw.	208	DH..	No..	Ex- Dr	64	M	Own	I.	7½	2½	RE	Ross.	C&L.	12–16	48	½E.	37x2	½E.	55x2	St..	Own	Zerk..	PG.	20x	Fire..	A...	Mot..	Reo...Flying Cloud
In-Fw.	208	DH..	No..	Ex- Dr	46	M	Sal..	I.	7	2	RE	Ross.	C&L.	.....	40	½E.	37x2	½E.	55x2	St..	Own	Zerk..	PG.	18x	Fire..	A...	Mot..	Reo... Wolverine
Ex-Fw	.....	DH..	No..	Ex- Dr	.....	..	M	Sal..	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	36x2	½E.	57½x2½	St..	.....	.....	PG.	20x	.....	Opt.	.....	Roamer.....8-78
Ex-Fw	198	DH..	No..	Ex- Dr	44	M	Sal..	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	.....	½E.	57½x	St..	.....	.....	.....	PG.	20x	.....	Opt.	.....	Roamer.....8-80
Ex-Fw	198	DH..	No..	Ex- Dr	44	M	Sal..	I.	.....	.....	RE	Ross.	C&L.	.....	.....	½E.	37½x2	½E.	60x2¼	St..	.....	.....	.....	PG.	20x	.....	Opt.	.....	Roamer.....8-88
In-Fw.	365	DM..	No..	In-Rw	151	M	Own	I.	.....	.....	...	Own.	S&N.	.....	42	½E.	.....	Ca..	57½x	St..	Own	Bijur..	CR.	21x5	Clev.	W..	AmW	Rolls Royce N. Ph.
In-Fw.	213½	DM..	.....	In-Rw	151	M	Own	I.	.....	.....	...	Own.	S&N.	.....	39	½E.	.....	Ca..	54½x	St..	....	Alem..	PG.	21x5	Clev.	W..	AmW	Rolls Royce. Si. Gh.
In-Fw.	207	DM..	No..	In-Fw.	207	M	Own	I.	6	2	RE	Own.	W&W.	11	36	½E.	36x1¾	½E.	54x1¾	St..	Own	Alem..	PG.	19x3½	hays°	A...	hays°	Star.....4
In-Fw.	312	DM..	No..	In-Rw	156	M	Tim	I.	6	2½	RE	Ross.	C&L.	.....	....	½E.	40x2¼	½E.	62x2¼	St..	Mid	Alem..	PG.	20x5	Fire..	A...	Mot..	StearnsKnight F6-85
In-Fw.	443¾	DM..	No..	In-Rw	221⅞	M	Tim	I.	6	2½	RE	Gem.	W&W.	18	....	½E.	40x2¼	½E.	62x2¼	St..	Mid	Alem..	PG.	20x5	Fire..	A...	Hays	Stearns K. H&8-85
In-Fw.	304	DM..	No..	Ex- Dr	49¼	M	Own	I.	4	1⅞	EL	Ross.	C&L.	15	41½	½E.	26½x2	½E.	50⅝x2	St..	Own	A-Z..	PG.	21x4¼	.....	A°.	.....	Studebaker... Dic.
In-Fw.	304	DM..	No..	Ex- Dr	49¼	M	Own	I.	4½	1⅞	RE	Ross.	C&L.	15	45	½E.	36½x2	½E.	50⅝x2	St..	Own	A-Z..	PG.	21x4½	.....	A°.	.....	Studebaker.. Com.
In-Fw.	306	DM..	No..	Ex- Dr	28½	M	Own	I.	8	1	RE	Ross.	C&L.	16	....	½E.	38x2	½E.	60x2½	St..	Smi.	A-Z..	PG.	19x4½	Bud°	Opt.	Bud°	Studebaker. Pres. 8
In-Fw.	238	DH..	No..	Ex- Dr	40.5	M	Tim	I.	7½	2½	RE	Ross.	C&L.	15½	48	½E.	38x2¼	½E.	62x2¼	St..	Smi.	Meyer	CR.	20x4½	Clev.	A...	Mot..	Stutz.....BB
In-Fw.	238	DH..	No..	Ex- Dr	40.5	M	Tim	I.	7½	2½	RE	Ross.	C&L.	15½	48	½E.	38x2¼	½E.	62x2¼	St..	Smi.	Meyer	CR.	20x4½	Clev.	A...	Mot..	Stutz.....BB
In-Fw.	206	DH..	No..	Ex- Dr	38	M	Own	I.	7	2	RE	Ross.	C&L.	12–15½	34	½E.	36⅜x1¼	½E.	55x2	St..	Hyd	Zerk..	PG.	20x4	Jax..	A...	Mut.	Velie..... Std. 50
In-Fw.	180	DH..	No..	Ex- Dr	35	R	Own	I.	.....	.....	RE	Ross.	C&L.	12–15½	38	½E.	36⅜x1¼	½E.	55x2	St..	Hyd	Zerk..	PG.	20x4	Jax..	A...	Mut.	Velie.....6-66
In-Fw.	180	DH..	No..	Ex- Dr	46	R	Own	I.	.....	.....	RE	Ross.	C&L.	.....	42	½E.	36⅜x1¼	½E.	55x2	St..	Hyd	Zerk..	PG.	20x	Jax..	A...	Mut.	Velie.....6-77
In-Fw.	180	DH..	No..	Ex- Dr	46	R	Own	I.	.....	2	RE	Ross.	C&L.	.....	44	½E.	36⅜x1¼	½E.	55x2	St..	Hyd	Zerk..	PG.	20x4½	Jax..	A...	Mut.	Velie.....8-88
B-Fw.	243	DM..	No..	Ex-Rw	130.5	M	Own	I.	8	2½	RE	Own.	W&G.	8½	37.2	½E.	34½x1¼	½E.	51¾x1¼	carS	Own	Alem..	PG.	19x4	Hays	A...	Hays	Willys Knight.Std. 5
B-Fw.	249	DM..	No..	Ex- Dr	36½	F.	Own	I.	.....	....	RE	Own.	W&G.	11	47	½E.	36¾x2	½E.	55¼x2	carS	Own	Alem..	PG.	19x4	Hays	A...	Hays	Willys Knight Spec.6
B-Fw.	284.5	DM..	No..	In-Rw	130.8	F.	Own	I.	8	2½	RE	Own.	W&S.	14½	44½	½E.	41⅛x2½	½E.	63½x2¼	carS	Hyd	Alem..	PG.	20x5	Hays	A...	Hays	Willys Kni. Great 6

Jax—Jaxon.
m—Metal.
M—Metal.
MD—Multiple Dry Disk.
Mec—Mechanics.
Mid—Midland.
Mot—Motor Wheel.
Mur—Murray.
Mut—Mutual.
NP—New Process.

OC—Oil Cups.
OG—Oil and Grease Cups.
Oilom—Oilometer.
OW—Oil Cups with Wick Feed
Opt—Optional.
P—Single Dry Plate.
PG—Pressure Gun.
PJon—Phineas Jones.
PS—Pressed Steel.
P&B—Parish & Bingham.
Pet—Peters.

R—Rubber.
RE—Reverse Elliott.
Roc—Rockford.
RR—Radius Rods.
R&S—Roller and Sector.
s—Segments.
Sal—Salisbury.
SB—Spiral Bevel.
SeU—Separate Unit.
Smi—Smith.
Spec—Special.

Spi—Spicer.
Spr—Springs.
St—Steel.
T—Tubular.
TA—Torque Arm.
TT—Torque Tube.
T½E—Transverse Semi-Elliptic.
Tim—Timken.
U-M—Universal Machine.
U-P—Universal Products.

Var—Varies.
W—Wire (Wheels).
War—Warner Corp.
W-G—Warner Gear.
Wd—Wood.
Wo—Worm.
W&G—Worm & Gear.
W&N—Worm and Nut.
W&R—Worm and Roller.
W&S—Worm and Sector.
W&W—Worm and Wheel.

Car Chassis

MOTOR					CONTROLLER			DRIVE					SPRINGS			
Make	Model	Number	Total Horse Power	Location	Make	Location	Number of Forward Speeds	Type of Final Drive	Type of Rear Axle	Total Reduction (Motor to Wheels)	Propulsion Taken by	Torque Taken by	Type Front	Type Rear	Wheels (Standard Equipment)	MAKE AND MODEL
Roth.....	22–17	1	3	On Frame.....	Own...	Under S...	5	Bevel...	¾ Float.	906	Springs....	Springs....	½Ell...	½Ell...	Wood...	*Detroit.....97
Gen. Elec....	1022	1	....	Unit with J.S...	Gen.Elec	Under S...	4	Bevel...	Float...	6.00	Springs....	Springs....	½Ell...	½Ell...	Disk....	Rauch & Lang.....
Own.....	B–68....	1	3½	Under F.....	Own....	Under S...	5	Worm...	¾ Float.	8.60	Springs....	Tor. Arm..	½Ell...	½Ell...	Art.....	Rauch & Lang.....B-68
Own.....	S–66....	1	3½	Under F.....	Own....	Under S...	5	Worm...	¾ Float	8.60	Springs....	Tor. Arm..	½Ell...	½Ell...	Art.....	Rauch & Lang.....S-6B

Var—Varies according to make of battery employed

½ Ell—½ Elliptic
¾ Float—¾ Floating

½ U. H. and ½ R. C—½ under hood and ½ rear compartment
‡—Make optional
*—1927 Specifications

American Passenger

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke (Ins.)	GENERAL: Rated H. P. (N.A.C.C.)	GENERAL: Piston Displacement	GENERAL: Compression Ratio (to 1)	GENERAL: Maximum Brake Horsepower at Specified R.P.M.	GENERAL: Cylinder Blocks	SUSPENSION: No. of Points	SUSPENSION: Type	CRANKCASE MATERIAL: No. Cyls. Cast in 1 Block	CRANKCASE MATERIAL: Upper ‡—Sep. Casting	CRANKCASE MATERIAL: Lower	VALVES: Arrangement	VALVES: Ex. Valve Head Material	Front End Drive: Type	Front End Drive: Make of Chain or Non-Metallic	PISTON: Material	PISTON: Length (Ins.)	PISTON: Weight (Ozs.)	PISTON: Pin Center to Top of Head	PISTON: No. of Rings and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	PISTON PIN: Bearing In	CONNECTING RODS: Material	CONNECTING RODS: Center to Center Length	CONNECTING RODS: Weight (Ozs.)	CONNECTING RODS: Lower Bearing: Diameter and Length (Ins.)	CONNECTING RODS: Lower Bearing: Type
Auburn.....76	Lyc....WS	6-2⅞x4¾	19.84	185.0	5.05	.....	Ver.	4	RR.	6	Ir...	Ir...	L...	SiCh..	Ch..	MOR.	Als..	3½	....	1⅝	3-	⅞x1⅜	Rod	Dur	9½	....	2⅛x1¼	Pou.
Auburn.....88	Lyc....GS	8-2⅞x4¾	26.4	246.7	5.15	88-3200	Ver.	4	....	8	Ir‡..	PS.	L...	SiCh..	Ch..	MOR.	Als..	3½	....	1⅝	4-4	⅞x1⅜	Pis..	Dur	9½	....	2⅛x1¼	Pou.
Auburn.....115	Lyc..4MD	8-3¼x4½	33.8	298.6	5.35	115-3300	Ver.	4	....	8	Ir‡..	Ir...	L...	SiCh..	Ch..	L-B...	Als..	3⅛	21	2 1/16	3-	⅞x2⅛	Pis..	Dur	9	....	2⅛x1½	Pou.
Buick.....115	Own.....	6-3½x4½	23.44	207	4.79	63-2800	Var.	3	Ru..	6	Ir‡..	PS.	I...	SiCh..	He..	GE...	CI..	3¾	25½	2⅜	3-3	¾x2½	Pis..	St..	10	36¼	2x1½	Pou.
Buick.. 120 & 128	Own.....	6-3½x4¾	29.4	274	4.3	77-2800	Ver.	3	Ru..	6	Ir‡..	PS.	I...	SiCh..	He..	GE...	CI..	3⅛	30	2 1/16	3-3	⅞x	Pis..	St..	10 11/16	48	2¼x1¾	Pou.
Cadillac.....341	Own.....	8-3 1/16x4 1/16	35.1	341	4.9°	90-3000	Vee	3	Ru..	4	Al‡.	PS.	L...	SiCh..	Ch..	MOR.	CI..	3 3/16	....	1 1/16	3-2	⅞x3 3/16	Rod	ASt.	10½	34.6	2⅜x2¾	Pou.
Chandler.. Spec. 6	Own.....	6-3⅛x4¼	23.44	196	....	.....	Ver.	....	....	6	Ir...	....	L...	CI....	Ch..	MOR.	....	3 3/16	....	2 3/16	3-3	⅞x2 1/16	Pis..	Alt.	8½	32	2⅛x1.44	Pou.
Chandler... Big 6	Own...35A	6-3½x5	29.4	288.6	5.0	63-2300	Ver.	4	....	6	SS‡.	Al...	L...	CI....	Ch..	MOR.	CI..	4½	46½	....	3-3	1 3/16x3 1/16	Pis..	Alt.	10¼	43	2½x1⅞	Pou.
Chandler Royal St. 8	Own...37A	8-3¼x4¾	33.8	314	5.0	80-3000	Ver.	4	....	8	SS....	....	L...	CI....	Ch..	MOR.	CI..	4	38	2⅜	3-3	1 1/16x2 1/16	Pis..	Alt.	10	37	2½x1⅞	Pou.
Chevrolet.....	Own. Nat'l	4-3 1/16x4	21.7	170.9	4.5	35-2200	Ver.	3	....	4	Ir...	PS.	I...	St....	He..	.....	Als..	3 1/16	21 3/32	1 1/16	3-3	13/16x3 1/16	Pis..	St..	7⅛	23	1⅞x1 1/16	Pou.
Chrysler.....52	Own.....	4-3⅝x4½	21.03	170.3	4.7	38-3800	Ver.	3	Sp..	4	Ir...	....	L...	SiCh..	He..	.....	Als..	4⅛	....	2	3-3	¾x3	Pis..	Car.	7⅛	....	1⅞x1½	Pou.
Chrysler.....62	Own....M	6-3x4¼	21.60	180.4	5.0	54-3000	Ver.	4	Ru..	6	Ir...	....	L...	SiCh..	Ch..	MOR.	Als..	3 1/16	....	2	3-3	¾x2 1/16	Pis..	Car.	9½	....	1⅞x1⅝	Pou.
Chrysler.....72	Own....J	6-3¼x5	25.35	248.9	5.1	75-3000	Ver.	4	Ru..	6	Ir...	....	L...	.....	Ch..	MOR.	Als..	4⅛	....	2 1/16	5-5	⅞x2⅛	Pis..	Car.	10 1/16	....	2x1⅜	Pou.
Chrysler.....Imp.80	Own.....	6-3⅝x5	31.54	309.3	6.0	112-3000	Ver.	4	Ru..	6	Ir...	....	L...	SiCh..	Ch..	MOR.	Als..	4 1/16	....	2 1/16	5-5	1x3¼	Pis..	Car.	10 7/16	....	2⅛x1½	Pou.
Cunningham... V-7	Own.. V-7	8-3⅝x5	45.0	442.0	4.26	95-2400	Vee	4	....	4	Al‡.	Al...	L...	SiCh..	He..	GE...	CI..	4	29 3/4	2¼	3-3	1 1/16x3 1/16	Pis..	Car.	10½	54	2⅝x1¾	Sep.
Davis.....99	Cont...14S	8-3x4¾	28.8	268.6	....	84-3200	Ver.	4	Ri..	8	Ir...	PS.	L...	SiCh..	Ch..	MOR.	Als..	3⅝	....	....	4-4	⅝x	FF..	ASt.	9	....	2⅛x1 1/16	Pou.
Diana..... St. 8	Cont..12Z.	8-3x4¼	28 8	240 2	....	72-2950	Ver.	4	....	8	Ir...	PS.	L...	Asco.	Ch..	MOR.	CI..	3¾	....	2⅛	3-3	⅝x	Rod	Car.	9	....	2⅛x1⅝	....
Dodge Bros.....124	Own...124	4-3 7/16x4 1/16	24.0	212.3	....	35-3000	Ver.	3	Ri..	4	Ir...	PS.	L...	SiCh..	Ch..	.....	Als..	4⅜	30	2 1/16	4-4	1 1/16x3⅝	Rod	ASt.	9 1/16	39 7/8	1⅝x1 7/8	Sep.
Dodge Bros.....128	Own.....	4-3 7/16x4 1/16	24.0	212.3	....	35-2000	Ver.	3	Ri..	4	Ir...	PS.	L...	SiCh..	Ch..	.....	Als..	4⅜	30	2 1/16	4-4	1 1/16x3⅝	Rod	ASt.	9 1/16	39 7/8	1⅝x1 7/8	Sep.
Dodge Bros.. Senior	Own.....	6-3¼x4 1/16	25 3	223.9	....	.....	Ver.	4	Ri..	6	Ir...	PS.	L...	SiCh..	Ch..	MOR.	Als..	....	....	....	4-4	1 1/16x2¾	....	....	9½	....	2⅛x1 1/16	....
Dodge Bros. Victe' 6	Own.....	6-3⅜x3⅞	27.3	207.9	....	.....	Ver.	....	....	6	Ir...	PS.	L...	.....	....	.....	Als..	....	....	....	4-4	1 1/16x	....	....	....	....	2⅛x	....
duPont.....E & F	Wis.....Y	6-3⅜x5	27.34	268.3	....	75-3000	Ver.	3	Ri..	6	Ir...	PS.	I...	SiCh..	Ch..	L-B...	Als..	....	....	....	3-3	1 1/16x3 1/16	....	Dfa.	....	....	2⅛x1½	Pou.
Durant.....55	Cont...14L	6-2¾x4¾	18.15	169.3	4.79	40-2400	Ver.	4	....	6	Ir...	Ir...	L...	NiSt..	Ch..	MOR.	Als..	3⅜	16.16	1 1/16	3-3	1 1/16x2 1/16	FF..	Car.	9	26	2x1⅛	Pou.
Durant.....65	Cont...15L	6-2⅞x4¾	19.84	185.0	5.4	47-2800	Ver.	4	Ru..	6	Ir...	Ir...	L...	NiSt..	Ch..	MOR.	Als..	3 1/16	17 3/32	2	3-3	1 1/16x2 1/16	FF..	Car.	9	26	2x1⅛	Pou.
Durant.....75	Cont...15U	6-3⅝x4⅝	27.34	248	5.4	70-3000	Ver.	4	Ru..	6	Ir...	Ir...	L...	Asco..	Ch..	MOR.	Als..	3 1/16	....	2 1/16	4-4	1 1/16x2⅛	FF..	Car.	9	....	2⅛x1⅜	Pou.
Elcar.....6-70	Lyc....WS	6-2⅞x4¾	19.8	185	4.9	52-2900	Ver.	4	....	6	Ir...	Ir...	L...	SiCh..	Ch..	MOR.	CI..	3½	22	1 1/16	4-4	⅞x2 3/32	Pis..	Car.	9½	37	2⅛x1¼	Pou.
Elcar.....8-78	Lyc....GT	8-2¾x4¾	24.20	225.7	4.94	62-3000	Ver.	4	....	8	Ir...	Ir...	L...	SiCh..	Ch..	L-B...	CI..	3½	21¼	1 1/16	4-4	⅞x2 3/32	Pis..	Car.	9½	34	2⅛x1¼	Pou.
Elcar.....8-82	Lyc....GS	8-2⅞x4¾	26.45	246.7	4.9	70-2900	Ver.	4	....	8	Ir...	Ir...	L...	SiCh..	Ch..	L-B...	CI..	3½	22	1 1/16	4-4	⅞x2 3/32	Pis..	Car.	9½	34	2⅛x1¼	Pou.
Elcar....8-91 & 8-92	Lyc..4HM	8-3¼x4½	33.8	298.6	....	84-2900	Ver.	4	....	8	Ir‡..	PS.	L...	SiCh..	Ch..	L-B...	Als..	4	21	1 1/16	4-4	⅞x2⅛	Rod	Dfa.	9	42	2⅛x1½	Pou.
Erskine.....6	Cont....9F	6-2¾x4½	18.1	160.4	4.86	42-3100	Ver.	4	....	6	Ir...	PS.	L...	ChNi..	Ch..	MOR.	CI..	3	15¼	1⅛	4-4	¾x2⅛	Rod	St..	9	27	2x1¼	Pou.
Essex....' Super 6	Own.....6	6-2 1/16x4½	17.32	153.2	....	.....	Ver.	4	....	6	Ir...	PS.	L...	SiCh..	Ch..	MOR.	Al..	3 1/16	8	1 1/16	3-3	¾x2 3/32	FF..	ASt.	8 3/16	24	1 1/16x1⅜	Pou.
Falcon Knight....12	Wilson....	6-2 1/16x3 7/16	20.7	156.6	5.5	45-3000	Ver.	4	Ri.	6	Ir‡..	PS.	S...	S.....	Ch..	.....	Als..	3⅝	....	2	4-4	1 1/16x2¾	Pis..	Car.	9⅜	....	1⅞x1 1/16	Pou.
Ford.....A	Own.....A	4-3⅞x4¼	24.03	200.5	....	40-2200	Ver.	4	....	4	Ir...	PS.	L...	CCNA	He..	Cam..	Al..	3 1/32	17 7/8	....	3-3	1⅛x	FF..	St..	7 1/32	22	1 1/32x1⅝	....
Franklin. Series 12	Own.....	6-3¼x4¾	25.3	236.4	4.4	46-2500	Ver.	3	Ri..	1	Al‡.	PS.	I...	SiCh..	Ch..	Ram..	Al..	3 1/32	25½	2¼	4-4	⅞x2 1/16	Pis..	Dur	9½	23	2⅛x1 1/16	Pou.
Gardner.....75	Lyc....GT	8-2¾x4¾	24.2	225.7	5.0	65-3200	Ver.	4	....	8	Ir...	PS.	L...	SiCh..	Ch..	MOR.	CI..	3½	16	1 1/16	4-4	⅞x2 3/32	Pis..	Car.	9½	37	2⅛x1¼	Pou.
Gardner.....85	Lyc....GS	8-2⅞x4¾	26.45	246.7	5.0	74-3200	Ver.	4	....	8	Ir...	PS.	L...	SiCh..	Ch..	MOR.	Als..	3½	....	1 1/16	4-4	⅞x2 3/32	Pis..	Car.	9½	37	2⅛x1¼	Pou.
Gardner.....95	Lyc....MD	8-3¼x4½	33.8	298.6	5.35	115-	Ver.	4	....	8	Ir‡..	PS.	L...	SiCh..	Ch..	L-B...	Als..	....	....	....	....	⅞x2 1/16	....	....	9	....	2⅛x1½	Pou.
Graham-Paige..610	Own.....	6-2⅞x4½	19.84	175.0	....	52-3100	Ver.	4	Ri..	6	Ir...	PS.	L...	SiCh..	Ch..	.....	Als..	3 1/16	12½	2 3/32	3-3	1 1/16x2 1/16	Pis..	Car.	9¼	24	2⅛x1¼	Pou.
Graham-Paige..614	.....	6-3⅛x4½	23.44	207.0	....	71-3200	Ver.	4	Ru.	6	....	....	L...	SiCh..	Ch..	.....	Als..	....	....	....	....	....	....	....	....	....	....	Pou.
Graham-P..619&629	Own.....	6-3½x5	29.40	288	5.15	97-3200	Ver.	4	Ru.	6	Ir...	PS.	L...	SiCh..	Ch..	.....	Als..	4 3/16	21 3/16	2 1/16	3-3	1x2 1/16	Pis..	Car.	10½	48	2⅜x1 11/16	Pou.
Graham-Paige..835	.....	8-3⅜x4½	36.45	322	....	.....	Ver.	4	Ru.	8	....	....	L...	SiCh..	Ch..	.....	Als..	....	....	....	....	....	....	....	....	....	....	Pou.
Hudson.....O & S	Own.....6	6-3½x5	29.4	288.5	....	.....	Ver.	4	Sp.	6	Al‡.	PS.	F...	SiCh..	Ch..	MOR.	Als.	4 1/16	20	....	3-3	1 3/16x2 1/16	FF..	Ca.	11 5/16	....	2¼x2	Sep.
Hupmobile..Cent. 6	Own.....A	6-3¼x4¼	25.35	211.6	....	.....	Ver.	4	Ri.	6	Ir...	....	L...	SiCh..	Ch..	MOR.	CI..	....	19	....	3-2	1x	FF..	ASt.	8¾	....	2⅛x1 7/16	....
Hupmobile....125-8	Own.....	8-3x4¾	28.80	268.6	....	.....	Ver.	4	....	8	Alt‡.	Al...	L...	SiCh..	Ch..	MOR.	CI..	3¼	....	1¾	3-	⅞x2¾	Rod	Car.	9½	....	2⅜x1 1/16	Pou.
Hupmobile..Cent. 8	Own. M-8	8-3x4¾	28.80	268.6	....	.....	Ver.	4	....	8	Alt‡.	Al...	L...	SiCh..	Ch..	MOR.	CI..	3¼	....	1¾	3-2	⅞x2¾	Rod	Car.	9½	....	2⅜x1 1/16	Pou.
Jordan.....R	Cont..12 E	6-3¼x4	25.3	199.0	5.0	62-3000	Ver.	4	Ru..	6	Ir...	PS.	L...	SiCh..	Ch..	L-B...	Als.	3 1/16	....	2 1/16	4-4	1 1/16x2¾	FF..	ASt.	8 1/16	....	1⅞x1 3/8	Pou.
Jordan..... J-1	Cont....8S	8-2⅞x4¾	26.45	246.5	4.65	64-3000	Ver.	4	Ri..	8	Ir...	PS.	L...	SiCh..	Ch..	MOR.	CI..	3⅛	....	....	3-3	1 1/16x2 1/16	Rod	ASt.	9¼	....	2¼x1 1/16	Pou.
Jordan..... JE	Cont. 14S	8-3x4¼	28.8	268.7	5.0	80-3200	Ver.	4	Ri..	8	Ir...	PS.	L...	SiCh..	Ch..	MOR.	Als..	3⅝	....	....	4-4	1 1/16x2 1/16	FF..	....	9¾	....	2¼x1 1/16	Pou.
Kissel.....6-70	Own.. 6-70	6-2⅞x4¾	19.8	185.0	5.15	52-2900	Ver.	4	Ru..	6	Ir...	Al...	L...	SiCh..	Ch..	.....	Al..	3½	....	....	4-4	¾x2½	Pis..	Dur	9½	22½	2⅛x	Pou.
Kissel. 8-80&8-80 S	Own....80	8-2⅞x4¾	26.5	246.5	5.15	70-2900	Ver.	4	....	8	Ir...	Al...	L...	SiCh..	Ch.	L-B...	Als.	3½	12¾	1 1/16	4-4	¾x2½	Pis..	Dfa	9½	22½	2⅛x1¼	Pou.
Kissel.....8-90	Own....90	8-3 1/16x4½	32.60	287.8	4.5	85-3100	Ver.	4	Ru.	8	Ir...	Al...	L...	SiCh..	Ch..	L-B...	Als.	3½	15.1	....	3-3	¾x2⅛	Pis..	Dur	9	25½	2¼x	Pou.
La Salle.....	Own.....	8-3 1/16x4 1/16	31.25	303.0	4.8	80-3000	Vee.	3	Ru.	4	Al‡.	PS.	L...	SiCh..	Ch..	MOR.	NI..	3 3/16	....	1 1/16	3-2	⅞x2 1/16	Rod	ASt.	10½	34.6	2¾x2¾	Pou.
Lincoln.....8	Own.....8	8-3½x5	39.2	385.0	....	100-	Vee.	3	Ri.	4	Al‡.	Al...	L...	SiCh..	Ch..	.....	Al..	....	....	....	3-3	⅞x	....	....	....	....	2x	....
Locomobile....8-70	Cont...10S	8-2⅞x4¾	26.45	246.7	5 1	70-3000	Ver.	4	....	8	Ir...	PS.	L...	SiCh..	Ch..	MOR.	Al..	3⅝	....	2⅛	4-4	1 1/16x2 1/16	....	Car.	9¾	40½	2¼x1 1/16	Die.
Locomobile....8-80	Lyc. 4 HL	8-3¼x4½	33.8	298 6	5.0	90-3000	Ver.	4	....	8	Ir‡..	PS.	L...	SiCh..	Ch.	L-B...	Al..	3¾	25	1 1/16	4-4	⅞x2805	Rod	Al..	9	26.4	2¼x1½	Pou.
Locomobile.....90	Own....90	6-3 7/16x5½	36.04	371.5	4.25	90-2800	Ver.	4	Ri.	6	Al‡.	Al...	L...	SiCh..	Ch.	L-B...	CI..	4 1/16	48	2⅜	3-3	1 1/16x3⅝	Rod	Dur	11.6	....	2¼x1 1/16	Die.
Locomobile.....48	Own....48	6-4½x5½	48.6	525	4.25	105-2100	Ver.	4	Ri.	2	Br‡.	Al...	T...	CoCh.	He..	GE...	CI..	5½	88	2 1/16	3-3	1 1/16x4¼	Rod	ASt.	12	63½	2¼x2	Sep.
Marmon.....68	Own....68	8-2¾x4¼	24.2	201.9	5.25	72-3200	Ver.	4	Ri.	8	Ir...	PS.	L..	CI....	Ch..	Dia...	Al..	3¼	....	1 1/16	3-3	¾x2 7/16	Pis..	Car.	8½	....	2x1¼	Pou.
Marmon.....78	Own....78	8-2 1/16x4	27.6	216.8	5.5	86-3400	Ver.	4	Ri.	8	Ir...	PS.	I...	CI....	Ch..	Dia...	Als..	3¼	13	1 1/16	3-3	¾x2¾	Rod	Car.	7¾	....	2⅛x1¼	Pou.
Marmon..... E-75	Own. E-75	6-3⅜x5⅛	33.8	340.	4.34	75-2800	Ver.	..	Ru.	3	Alt‡.	Al...	I...	SiCh..	He..	.....	CI..	4 1/16	....	2 1/16	3-3	1 1/16x3 1/16	Rod	Car.	10 1/16	....	2⅛x2	Pou.
McFarlan..... St. 8	Lyc...4-H	8-3¼x4½	33.8	298.6	4.5	79-3000	Ver.	3	Ri.	8	Ir‡..	PS.	L...	SiCh..	Ch.	L-B...	Als.	3¾	24	1 1/16	4-4	⅞x2 1/16	Pis..	Dur	9	21½	2⅛x1½	Pou.
McFarlan..... TV-6	Own.TV 6	6-4½x6	48.6	572.0	....	120-2400	Ver.	4	Ri.	3	Al‡.	Al...	T...	SiCh..	He..	None..	Al..	6 1/16	35	3 1/16	3-3	1 1/16x3 1/16	FF..	Car.	12	92	2¼x	Sep.
Meon.....Series A	Cont...7 Z	6-3½x4¼	23.44	195.5	4.65	50-2600	Ver.	4	....	6	Ir...	PS.	L...	ASt...	Ch..	MOR.	CI..	3¼	27	1 1/16	3-3	⅞x2 1/16	Rod	ASt.	8¾	34	2x1⅜	Pou.
Meon.....6-60	Cont...26L	6-2⅞x4¾	19.84	185.0	4.78	47½-2600	Ver.	4	....	6	Ir...	PS.	L...	ChN...	Ch..	MOR.	CI..	3 1/32	21	1 1/16	3-3	1 1/16x2 1/16	FF..	....	9	....	2x1⅛	....
Meon.....6-72	Cont...11E	6-3⅝x4	27.3	214.7	4.94	66-3150	Ver.	4	Ri.	6	Ir...	PS.	L...	ASt...	Ch..	MOR.	Als.	3 1/16	....	2 3/16	4-4	1 1/16x2 1/16	....	Car.	8 1/16	....	1⅞x1⅜	Pou.
Meon.....8-80	Cont.. 15S	8-3x4¾	28.8	268.6	5.0	86-3200	Ver.	4	....	8	Ir...	PS.	L...	SiCh..	Ch..	MOR.	Als.	3⅝	....	....	4-4	1 1/16x	FF..	Car.	9¾	....	2¼x1 1/16	Pou.
Nash..... Std. 6	Own...321	6-3⅛x4	23.44	184.1	4.5	45-2600	Ver.	4	Ru.	6	Ir...	PS.	L...	SiCh..	He..	.....	CI..	3 1/16	19	1⅞	4-4	1 1/16x2 1/16	Rod	ASt.	8¾	32¾	1⅞x1 1/16	Die.
Nash..... Special	Own...331	6-3¼x4½	25.35	224.0	4.69	52-2600	Ver.	4	Ru.	6	Ir...	PS.	I...	SiCh..	He..	.....	CI..	3 1/16	....	1 1/16	4-3	⅞x1 1/16	Rod	....	9	....	2⅛x1 3/16	Pou
Nash.....Advanced	Own...361	6-3 1/16x5	28.4	279.0	4.6	70-2400	Ver.	4	Ru.	6	Ir...	St..	I...	SiCh..	He..	.....	CI..	4	40	1 5/16	4-3	1 1/16x1 1/16	Rod	ASt.	10	48½	2¼x1½	Die.
Oakland.... AA-6	Own. AA6	6-3¼x4¼	25.35	212.0	4 8	60-2800	Ver.	3	Ru..	6	Ir...	PS.	L...	SiCh..	Ch..	MOR.	SS..	4	26	2 1/16	3-2	1 1/16x2 1/16	Rod	Car.	9 11/16	38	2¼x1½	Die.

ABBREVIATIONS:

°—Others used.
ABos—American Bosch.
Al—Aluminum.
A-L—Auto-Lite.
AM—Air Maze.
Asco—Ascoloy.
ASt—Alloy Steel.
ATC—Air Tube Cellular.
Au—Automatic.
B—Battery.
Bal—Ball and Ball.
Bo—Bevel Gear Overhead Camshaft
Br—Bronze.
Car—Carbon Steel.
Car—Carter—(Carburetor)
CCNA—Carbon Chrome Nickel Alloy.
Ce—Centrifugal
Cell—Cellular.
CF—Cross Flow.
Ch—Chain.
ChN—Chrome Nickel.
CI—Cast Iron.
Co—Chain, Overhead Camshaft.
CoCh—Cobalt Chrome Steel.
Cont—Continental.
CSM—Chrome Silica Manganese.
DeJ—DeJon.
DF—Distillation and Filtration.
Dfa—Drop Forged Aluminum.
DFS—Drop Forged Steel
Di—Distillation
Dia—Diamond Chain
Die—Die Cast.
DM—Direct Mechanical (Sliding Gear.)
D-R—Delco Remy.
Dur—Duralumin.
Dyn—Dyneto.
Ecc—Eccentric.
Ep—Electric Pump.
F—In head and side.
F&T—Fin and Tube.
Fed—Fedders.
FF—Full Floating.
Fi—Filter.
FV—Filtration and Ventilation.
GE—General Electric.
Ge—Gear.
Gra—Gravity.
Ha—Hand.
Har—Harrison.
He—Helical Gear.
I—Valve in Head.
In—Inertia.
Ir—Iron.
Jam—Jamestown.
Joh—Johnson.
L—"L" Head.
L-B—Link Belt.
Lyc—Lycoming.

Car Engines

CRANKSHAFT						OILING			COOLING SYSTEM					FUEL SYSTEM				ELECTRICAL SYSTEM									CAR MAKE AND MODEL
			Main Bearings								Radiator					Air Cleaner		Ignition				Battery				
Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Front Diameter and Length	Rear Diameter and Length	System Type	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Make	Core Type	Shell Material	Carburetor Make and Size (Ins.)	Feed Type	Make	Type	Make	Current Source	Spark Control	Generator and Starter Make	Starter Engagement	Length	Width	Height	Volts and Ampere-Hrs.	
No..	No..	Yes.	4	2 3/8 x 1 7/8	2 3/8 x 1 7/8	PG..	Ge..	No..	Pu..	Yes.	No..	Jam...	Cell..	St....	....1¼	Vac..	.....	.....	D-R.	B...	S-A..	D-R.	In...	.....	.....	.....	6-90	Auburn.....76
No..	No..	Yes.	5	2 3/8 x 1 7/8	2 3/8 x 1 7/8	PG..	Ge..	....	Pu.	Yes.	No..	Jam...	Cell..	St....	....1¼	Vac..	.....	.....	D-R.	B...	S-A..	D-R.	In...	.....	.....	.....	6-90	Auburn.....88
No..	No..	Yes.	5	2 3/8 x 2 1/4	2 3/8 x 2 1/4	PG..	Ge..	Fi..	Pu.	Yes.	No..	Jam...	Cell..	St....	....1¼	.....	.....	.....	D-R.	B...	S-A..	D-R.	In...	.....	.....	.....	6-100	Auburn.....115
No..	Yes.	Yes.	4	2 1/4 x 2 3/16	2 1/4 x 2 3/16	PC..	Ge..	Fi..	Pu..	Yes.	No..	Har...	Cell..	Pe....	Mar..1½	Vac..	AC...	In..	D-R.	B...	S-A..	D-R.	DM..	9 3/8 x 7 3/8 x 10			6-90	Buick.....115
No..	Yes.	Yes.	4	2 3/8 x 2 5/8	2 3/8 x 2 5/8	PC..	Ge..	Fi..	Pu.	Yes.	No..	Har...	Cell..	St....	Mar..1½	Vac..	AC...	In..	D-R.	B...	S-A..	D-R.	DM..	10 3/4 x 7 3/8 x 10			6-105	Buick.. 120 & 128
No..	Yes.	No..	3	2 3/8 x 1 3/4	2 3/8 x 2 7/4	PH..	Ge..	Fi..	Pu..	Yes.	Au..	Har...	RiC..	PS....	Own....	Vp....	None..	No..	D-R.	B...	S-A..	D-R.	DM..	20 1/2 x 5 1/2 x 8 1/4			6-130	Cadillac.....341
No..	Yes.	Yes.	3	2 1/4 x 2 1/4	2 3/4 x 2 3/8	PA..	Ge..	Fi..	Pu.	Yes.	No..	Fed...	RiC..	PS....	Sch....	Vac....	.....	In..	D-R.	B...	S-A..	D-R.	In...	9 1/16 x 6 1/16 x 9 1/4			6-105	Chandler.. Spec. 6
No..	Yes.	Yes.	4	2 5/8 x 2 3/8	3 1/4 x 2 1/16	PH..	Ge..	Fi..	Pu.	Yes.	No..	Har...	RiC..	PS....	Sch....	Vac....	.....	In..	D-R.	B...	S-A..	D-R.	In...	10 1/16 x 6 1/16 x 9 1/8			6-105	Chandler... Big 6
No..	Yes.	Yes.	5	2 3/4 x 1 7/8	2 3/4 x 2 5/8	PH..	Ge..	Fi..	Pu..	Yes.	No..	Har,	RiC..	PS....	Sch....	Vac....	.....	In..	D-R.	B...	S-A..	D-R.	In...	10 1/16 x 6 1/16 x 9 1/8			6-120	Chandler Royal St. 8
3/8	No..	No..	3	1 3/8 x 2 1/16	1 3/4 x 3	PS..	RV..	Fi..	Pu.	Yes.	No..	Har...	.....	Al....	Car..1	Vac..	AC...	In..	D-R.	B...	S-A..	D-R.	In...	8 1/4 x 6 1/4 x 8			6-90	Chevrolet.....
No..	....	No..	3	1 7/8 x 2 1/4	1 7/8 x 2 1/16	PC..	Ecc..	....	Th..	No..	No..	Own	F&T..	PS....	Car....	Vac....	.....	Ce..	D-R.	B...	S-A..	D-R.	In...	9 1/2 x 7 1/2 x 9 1/8			6-90	Chrysler.....52
No..	No..	Yes.	7	1 7/8 x 1 7/8	1 7/8 x 2 1/16	PH..	Ge..	Fi..	Pu.	Yes.	No..	MeC..	RiC..	PS....	Str.....	Vac....	.....	In..	D-R.	B...	S-A..	D-R.	In...	7 1/4 x 9 1/4 x 9 3/4			6-93	Chrysler.....62
No..	Yes.	Yes.	7	2 1/4 x 1 7/8	2 1/4 x 2 1/16	PH..	Ge..	Fi..	Pu.	Yes.	No..	Fed...	RiC..	PS....	Bal.....	Vac....	.....	Ce..	D-R.	B...	S-A..	D-R.	In...	10 1/4 x 7 1/4 x 9 1/4			6-100	Chrysler.....72
No..	Yes.	Yes.	72	5 8/8 x 1 7/8	2 5/8 x 3 1/4	PG..	Ge..	Fi..	Pu.	Yes.	No..	Fed...	RiC..	PS....	Str...1¾	Vac....	.....	.....	D-R.	B...	S-A..	D-R.	In...	3 1/4 x 7 1/4 x 8 3/8			6-153	Chrysler.. Imp. 80
No..	Yes.	No..	3	2 3/4 x 3	2 3/4 x 2 1/16	PA..	Ge..	No..	Pu.	Yes.	No..	Fed...	.....	.....	Str...1½	Vac..	No....	No..	D-R.	B...	S-A..	D-R.	In...	11 1/2 x 7 1/4 x 8 1/16			6-135	Cunningham... V-7
.....	.....	Yes.	5	2 5/8 x 1 3/8	2 5/8 x 2 1/2	PB..	Ge..	No..	Pu.	No..	No..	Jam...	RiC..	PS....	Str...1¼	Vac..	AC...	In..	D-R.	B...	S-A..	D-R.	In...	12 1/2 x 7 1/4 x 8			6-95	Davis.....99
1/8	No..	Yes.	5	2 1/4 x 1 1/2	2 1/4 x 2 1/16	PH..	Ge..	Fi..	Pu.	No..	Ha..	MeC..	RiC..	PS....	Str.....	Vac....	Uni...	Ce..	D-R.	B...	S-A..	D-R.	In...	11 3/4 x 7 1/16 x 9 3/4			6-142	Diana..... St. 8
No..	No..	No..	5	1 3/4 x 2 3/8	1 3/4 x 2 5/8	PS..	Ecc..	No..	Pu.	No..	No..	MeC..	F&T..	PS....	Ste...1	Vac..	Uni...	Ce..	N-E..	B...	S-A..	N-E..	In...	12 5/8 x 7 5/8 x 10 1/8			6-111	Dodge Bros.....124
No..	No..	No..	5	1 3/4 x 2 3/8	1 3/4 x 2 5/8	PS..	Ecc..	No..	Pu.	No..	No..	MeC..	F&T..	PS....	Ste...1	Vac..	Uni...	Ce..	N-E..	B...	S-A..	N-E..	In...	12 3/8 x 7 5/8 x 10 1/8			6-111	Dodge Bros.....128
.....	....	No..	7	2 3/8 x 2 1/16	2 5/8 x 2 5/16	PH..	Ge..	Fi..	Pu.	Yes.	No..	.....	.....	.....	Str...1¼	Vac..	.....	.....	N-E..	B...	S-A..	N-E..	In...	.....	.....	.....	6-	Dodge Bros.. Senior
.....	.....	.....	7	2 1/4 x	2 3/8 x	PH..	Ge..	....	Pu.	Yes.	No..	.....	.....	PS....	.....	.....	.....	.....	.....	B...	S-A..	In...	.....	.....	.....	.....	.....	Dodge Bros. Victo' 6
No..	Yes.	No..	3	2 1/4 x 2 1/4	2 1/4 x 2 3/4	PH..	Ge..	....	Pu.	No..	Opt.	.....	.....	PS....	Sch..1½	Ep....	.....	.....	D-R.	B...	.....	D-R	.....	10 3/8 x 7 x 9 1/4			.....	duPont.....E & F
No..	No..	No..	4	2 1/2 x 1 1/4	2 1/8 x 1 1/16	PG..	Ge..	Fi..	Pu.	No..	No..	Fed...	RiC..	PS....	Til.. 1	Vac..	No....	No..	A-L..	B...	Ha...	A-L..	In...	9 1/8 x 7 1/4 x 9 1/4			6-84	Durant.....55
No..	No..	Yes.	4	2 1/2 x 1 1/4	2 1/8 x 1 1/16	PG..	Ge..	Fi..	Pu.	Yes.	No..	Fed...	RiC..	PS....	Til.. 1	Vac..	Til...	Ce..	A-L..	B...	S-A..	A-L..	In...	10 1/16 x 7 1/16 x 9 1/4			6-196	Durant.....65
No..	No..	Yes	7	2 3/8 x 1 7/8	2 3/8 x 2 1/16	PG..	Ge..	Fi..	Pu.	Yes.	No..	Fed...	RiC..	PS....	Til..1¼	Vac..	Til...	Ce..	A-L.	B...	S-A..	A-L..	In...	10 3/8 x 7 x 9 7/8			6-117	Durant.....75
No..	No..	No..	4	2 3/8 x 1 7/8	2 3/8 x 1 7/8	PC..	Ge..	No..	Pu.	Yes.	No..	Jam...	RiC..	St....	Swan...1	Vac..	No....	No..	D-R.	B...	S-A..	D-R.	In...	8 7/8 x 7 1/8 x 8			6-102	Elcar.....6-70
No..	No..	Yes	5	2 3/8 x 1 3/4	2 3/8 x 1 3/4	PC..	Ge..	Fi..	Pu.	Yes.	No..	Jam...	RiC..	St....	Sch..1¼	Vac..	No....	No..	D-R.	B...	S-A..	D-R.	In...	10 1/4 x 7 1/4 x 8			6-102	Elcar.....8-78
No..	No..	Yes.	5	2 3/8 x 1 3/4	2 3/8 x 1 3/4	PC..	Ge..	Fi..	Pu.	Yes.	No..	Jam...	RiC..	St....	Swan 1¼	Vac..	No....	No..	D-R.	B...	S-A..	D-R.	In...	10 1/4 x 7 1/4 x 8			6-119	Elcar.....8-82
No..	No..	Yes.	5	2 3/8 x 2 5/8	2 3/8 x 2 5/8	PC..	Ge..	Fi..	Pu.	.....	No..	Jam...	RiC..	St....	Swan 1½	Vac..	No....	No..	D-R.	B...	S-A..	D-R.	In...	10 1/4 x 7 1/4 x 8			6-127	Elcar... 8-91 & 8-92
No..	No..	No..	4	2 1/4 x 1 7/8	2 1/4 x 1 11/16	PH..	Ge..	Fi..	Pu.	No..	No..	Long..	F&T..	St....	Sch.... 1	Vac..	Cont....	.....	D-R.	B...	S-A..	D-R.	In...	9 1/8 x 7 1/4 x 9 3/16			6-90	Erskine.....6
No..	No..	Yes.	3	2 11/16 x 1 1/2	2 11/16 x 1 3/4	PS..	Ecc..	No..	Th..	No..	Ha..	Har...	RiC..	PS....	Ste.....	Vac..	No....	No.	A-L..	B...	Au...	A-L..	In...	9x7 1/8 x 7 7/8			6-105	Essex.... Super 6
No..	No..	No..	7	2 1/4 x 2 5/8	2 1/4 x 2 5/8	PG..	Ge..	Di..	Pu.	Yes.	No..	Fed...	RiC..	PS....	Til.....	Vac..	Til...	Ce..	A-L..	B...	S-A..	A-L..	In...	11 3/4 x 7 3/4 x 9 3/4			6-142	Falcon Knight....12
.....	Yes	.....	3	1 5/8 x 2	1 5/8 x 3 1/16	PS..	Ge..	No.	Pu.	No.	No.	Own	F&T..	PS....	Zen.... 1	Gra..	No....	No..	Own	B...	Ha...	Own	In...	.....	.....	.....	6-80	Ford.....A
No..	Yes	.....	7	2 3/8 x 2 11/16	2 3/8 x 2 11/16	PB..	Ge..	Fi..	Air	No..	No..	No....	No....	.....	Str...1¼	Vac..	Uni...	Ce..	N-E..	B...	Air..	Dyn.	In...	12 1/2 x 7 1/4 x 9 3/8			6-135	Franklin. Series 12
No..	No..	Yes	5	2 3/8 x 1 3/4	2 3/8 x 1 3/4	PH..	Ge..	No..	Pu.	Yes.	No..	Fed...	.....	PS....	Sch..1¼	Vac..	No....	No..	D-R.	B...	S-A..	D-R.	In...	10 3/8 x 7 x 8 1/4			6-120	Gardner.....75
No..	No..	Yes.	5	2 3/8 x 1 3/4	2 3/8 x 1 3/4	PH..	Ge..	Fi..	Pu.	Yes.	No..	Fed...	Cell..	PS....	Sch..1¼	Vac..	AM...	Fi..	D-R.	B...	S-A..	D-R.	In...	10 3/8 x 7 x 8 1/4			6-129	Gardner.....85
No..	No..	Yes.	5	2 3/8 x 2 3/8	2 3/8 x 2 3/8	PC..	Ge..	Fi..	Pu.	Yes.	No..	Fed...	Cell..	PS....	.....	Vac..	AM...	Fi..	D-R.	B...	S-A..	D-R.	In...	13 x 7 1/16 x 9 1/8			6-135	Gardner.....95
.....	.....	.....	7	2 1/2 x	2 1/2 x 2 1/16	.....	Ge..	....	Pu.	.....	No..	Long..	F&T..	.....	Car...1⅛	Mp....	.....	In..	N-E..	B...	S-A..	N-E..	In...	.....	.....	.....	.....	Graham-Paige.. 610
.....	.....	Yes.	7	2 1/2 x	2 1/2 x	.....	Ge..	Fi.	Pu.	.....	No..	.....	F&T..	.....	.....	Mp....	.....	In..	N-E..	B...	S-A..	In...	.....	.....	.....	.....	.....	Graham-Paige.. 614
.....	.....	Yes	7	2 3/4 x 2 1/16	2 3/4 x 2 1/16	PG..	Ge..	Fi.	Pu.	Yes.	No..	.....	F&T..	PS....	Joh..1¾	Mp....	.....	In..	N-E..	B...	S-A..	N-E..	In...	.....	.....	.....	6-117	Graham-P. 619&629
.....	.....	Yes.	5	2 5/8 x	2 5/8 x	.....	Ge..	Fi.	Pu.	Yes.	No..	.....	F&T..	.....	.....	Mp....	.....	In..	N-E..	B...	S-A..	N-E..	In...	.....	.....	.....	.....	Graham-Paige.. 835
No..	Yes	Yes.	4	2 3/4 x 2 1/8	2 1/2 x 3 1/16	PS..	Ecc..	....	Pu.	No..	Ha..	Har...	RiC..	PS....	Mar.....	Vac..	AC...	In..	A-L..	B...	S-A..	A-L..	DM..	10 1/4 x 7 1/2 x 7 7/8			.....	Hudson.....O & S
.....	No..	Yes.	4	2 1/2 x 1 5/8	2 1/2 x 2 1/16	PC..	Ge..	Fi.	Pu.	Yes.	No..	.....	.....	PS....	Str...1¼	Vac..	.....	.....	A-L..	B...	S-A.	A-L..	In...	10 1/16 x 7 1/4 x 8 1/16			6-100	Hupmobile..Cent. 6
.....	.....	Yes.	5	2 3/8 x 1 1/2	2.44x2.22	PF..	.....	Fi.	Pu.	Yes.	Au.	.....	.....	.....	Str...1¼	Vac..	AM...	Fi.	D-R.	B...	.....	A-L..	In...	13 1/4 x 7 1/4 x 9 3/4			6-153	Hupmobile....125-8
.....	.....	Yes.	5	2 5/16 x 1 1/2	2.44x2.22	PF..	Ge..	Fi.	Pu.	Yes.	Au.	MeC..	RiC..	PS....	Str...1¼	Vac..	AM...	Fi.	D-R.	B...	.....	A-L..	In...	10 1/16 x 7 1/4 x 8 3/8			6-118	Hupmobile..Cent. 8
No..	No..	Yes.	7	2 1/16 x 1 7/8	2 1/16 x 2 1/16	PH..	Ge..	Fi.	Pu.	No..	No..	Fed...	RiC..	PS....	Str.....	Vac..	Own..	In..	A-L..	B...	S-A.	A-L..	In...	9 1/16 x 7 1/4 x 9 1/4			6-84	Jordan.....R
No..	No..	Yes.	5	2 3/8 x 1 1/2	2 3/8 x 2 1/2	PH..	Ge..	....	Pu.	Yes.	No..	Fed...	RiC..	PS....	Str.....	Vac..	Uni...	Ce..	ABos	B...	S-A	A Bos	In...	12 7/8 x 7 1/4 x 5 1/4			6-135	Jordan.....J-1
No..	No..	Yes	5	2 3/8 x 1 3/8	2 3/8 x 2 1/2	PH..	Ge..	Fi.	Pu.	Yes.	No..	.....	RiC..	PS....	Str.....	Vac..	AM...	Fi.	A-L.	B...	S-A.	A-L..	In...	12 7/8 x 7 1/4 x 9 3/4			6-115	Jordan..... JE
.....	.....	No..	4	2 3/8 x 1 3/4	2 3/8 x 1 3/4	PH..	Ge..	Fi.	Pu.	Yes.	No..	Fed...	.....	PS....	Sch.....	Vac..	AC...	In..	D-R.	B...	S-A.	D-R.	In...	9 3/16 x 7 1/4 x 9 3/16			6-90	Kissel.....6-70
.....	No..	Yes	5	2 3/8 x 1 3/4	2 3/8 x 1 3/4	PG..	Ge..	Fi.	Pu.	Yes.	No..	Fed...	RiC..	St....	Sch..1¼	Vac..	AC...	In..	D-R.	B...	S-A.	D-R.	In...	9 3/16 x 7 1/4 x 9 3/16			6-90	Kissel. 8-80&8-80 S
.....	.....	Yes.	5	2 3/8 x 2 1/4	2 3/8 x 2 5/8	PA..	Ge..	Fi.	Pu.	Yes.	No..	Fed...	.....	PS....	Sch.....	Vac..	AC...	In..	D-R.	B...	S-A.	D-R.	In...	10 3/8 x 7 1/2 x 10			6-118	Kissel.....8-90
No..	Yes	No..	3	2 3/8 x 1 3/4	2 3/8 x 2 7/8	PH..	Ge..	Fi.	Pu.	No..	Au.	Har...	RiC..	PS....	Own....	Vp....	No....	No..	D-R.	B...	S-A.	D-R.	DM..	10 3/4 x 7 1/16 x 7 7/8			6-100	La Salle.....
No..	No..	No..	5	2 x 2 3/4	2 x 3 1/2	PH..	Ge..	No.	.....	Yes.	Au.	.....	.....	.....	Str.....	Vac..	.....	Ce..	D-R.	B...	.....	D-R	In...	10 3/4 x 5 5/8 x 9 1/4			6-135	Lincoln..... 8
No..	Yes.	Yes.	5	2 1/16 x 1 3/8	2 1/8 x 2 3/8	PH..	Ge..	Fi.	Pu.	Yes.	No..	Fed...	RiC..	PS....	Sch.....	Vac..	AM...	Ce..	D-R.	B...	S-A.	D-R.	In...	11 3/4 x 7 x 9 1/2			6-142	Locomobile....8-70
No..	No..	Yes.	5	2 3/8 x 2 3/4	2 3/8 x 2 3/4	PC..	Ge..	Fi.	Pu.	Yes.	No..	Fed...	RiC..	PS....	Sch.....	Vac..	AM...	Ce..	DeJ..	B...	S-A.	DeJ..	In...	11 3/4 x 7 x 9 1/2			6-142	Locomobile....8-80
....	No..	Yes.	7	2 1/4 x 2 3/4	2 1/4 x 3 1/16	PA..	Ge..	Fi.	Pu.	Yes.	No.	G&O..	RiC..	SB....	Str.....	Pre....	Uni...	Ce..	DeJ..	B...	S-A.	DeJ..	In...	20 x 5 3/16 x 8 1/2			6-166	Locomobile.....90
....	No..	Yes.	7	2 1/2 x 2 7/8	2 1/2 x 3 11/16	PA..	Ge..	No..	Pu.	Yes.	No.	G&O..	RiC..	SB....	Bal.....	Pre....	No....	No..	D-R.	B...	S-A.	West.	Mag.	17 1/4 x 7 3/4 x 8 3/16			6-105	Locomobile.....48
No..	No..	Yes.	5	2 1/4 x 1 5/8	2 1/8 x 1 3/4	PG..	Ge..	No..	Pu.	Yes.	No..	Fed...	ATC.	St....	Str...1¼	Vac..	No....	No..	D-R.	B...	S-A.	D-R.	In...	10 1/16 x 7 x 9 1/16			6-120	Marmon.....68
No..	No..	Yes	5	2 3/8 x 1 1/2	2 3/8 x 1 7/8	PH..	Ge..	Fi.	Pu.	Yes.	No..	Fed...	ATC.	PS....	Str...1¼	Vac..	No....	No..	D-R.	B...	S-A.	D-R.	DM..	10 1/16 x 7 x 9 1/16			6-120	Marmon.....78
No..	....	Yes	3	2 3/4 x 2 1/8	2 3/4 x 3 1/16	PA..	Ge..	Fi.	Pu.	No..	No..	Fed...	ATC.	PS....	Sch.....	Vac..	No....	No..	D-R.	B...	S-A.	D-R.	DM..	13 1/16 x 7 1/8 x 9 3/4			6-170	Marmon..... E-75
....	Yes	Yes	5	2 3/8 x 2 1/4	2 3/4 x 2 1/4	PA..	Ge..	No..	Pu.	No..	....	Fed...	RiC..	SB....	Sch.....	Vac..	No....	No..	D-R.	B...	S-A.	D-R.	In...	10 x 7 1/4 x 9 3/4			6-111	McFarlan..... St. 8
No..	No..	No..	4	2 3/8 x 3	2 3/8 x 3 1/2	PA..	Ge..	No..	Pu.	No..	No.	Fed...	RiC..	SB....	Sch..1¾	Ep....	No....	No..	DeJ..	B...	Ha...	DeJ..	In...	13 1/4 x 7 1/4 x 9 3/4			6-153	McFarlan.... TV-6
1/8	No..	No..	4	2 x 1 7/8	2 x 1 7/8	PC..	Ge..	....	Pu.	Yes.	No.	Fed...	RiC..	PS....	Str.....	Vac..	No....	No..	D-R.	B...	S-A.	D-R.	In...	9 1/16 x 7 x 9 1/16			6-84	Meon... Series A
1/8	No..	No..	4	2 1/16 x 1 7/8	2 1/16 x 1 3/16	PC..	Ge..	Fi.	Pu.	.....	.....	Fed...	RiC..	PS....	Car.....	Vac..	Uni...	Ce..	D-R.	B...	Au..	D-R.	In...	9 1/16 x 7 x 9 1/16			6-84	Moon.....6-60
.....	.....	Yes.	7	2 1/16 x 1 7/8	2 1/16 x 1 7/8	PH..	Ge..	Fi.	Pu.	.....	Ha..	Fed...	Cell..	GS....	Str...1¼	Vac..	Cont..	In..	D-R.	B...	S-A.	D-R.	In...	10 1/4 x 7 x 9 1/4			6-142	Moon.....6-72
.....	.....	.....	5	2 3/8 x 1 3/8	2 3/8 x 2 3/8	PG..	Ge..	....	Pu.	Yes.	Ha..	Fed...	Cell..	GS....	Str...1¼	Vac..	.....	.....	D-R.	B...	.....	D-R.	In...	12 1/16 x 7 x 9 1/2			.....	Moon..... 8-80
No..	No..	Yes.	7	2 x 1 1/2	2 x 1 1/2	PA..	Ge..	Fi.	Pu.	Yes.	No..	Mod..	F&T..	PS....	Car.....	Vac..	AC...	In..	A-L..	B...	Au..	A-L..	In...	9 1/16 x 7 x 9 1/2			6-105	Nash..... Std. 6
No..	No..	Yes	7	2 1/4 x 2 1/4	2 1/4 x 2 1/2	PH..	Ge..	Fi.	Pu.	Yes.	No..	Mod..	F&T..	PS....	Mar.....	Vac..	AC...	In..	D-R.	B...	S-A.	D-R.	In...	9 1/8 x 7 1/2 x 9 3/4			6-92	Nash..... Special
No..	No..	No..	7	2 3/8 x 2 1/16	2 3/8 x 2 1/16	PH..	Ge..	Fi.	Pu.	Yes.	No..	Mod..	F&T..	PS....	Mar.....	Vac..	AC...	In..	D-R.	B...	S-A.	D-R.	In...	10 3/8 x 7 3/4 x 9 7/8			6-120	Nash.....Advanced
No..	Yes.	Yes.	4	2 5/16 x 1 1/8	2 1/2 x 2 1/16	PH..	Ge..	Fi.	Pu.	Yes.	No..	Har...	RiC..	PS....	Mar.....	Mp....	AC...	In..	D-R.	B...	Au..	D-R.	In...	10 1/16 x 7 1/4 x 9 3/4			6-100	Oakland.....AA-6

Mar—Marvel.
Mag—Magnetic Shift.
McC—McCord.
Mod—Modine.
MOR—Morse.
Mp—Mechanical Pump.
N-E—North East.
NiS—Nickel Silver.
NiSt—Nickel Steel.
Opt—Optional.
PA—Pressure to mains, rods, pins and camshaft
PB—Pressure to mains, rods and timing case
PC—Pressure to main and connecting rod bearings only.
PD—Pressure to mains, rods, wrist pins.
PE—Pressure to mains, rods, wrist pins and timing case.
PF—Pressure to all bearings including wrist pins.
PG—Pressure to mains, rods, cam shaft, timing case.
PH—Pressure to main, connecting rod and camshaft bearings.
Pis—Piston.
Pou—Poured.
Pre—Pressure.
PS—Pressed Steel.
PS—Splash with pressure (Oiling system.)
Pu—Pump.
RAM—Ramsey.
Ri—Rigid.
RiC—Ribbon Cellular.
RR—Rubber & Rigid.
Ru—Rubber.
RV—Rotary Vane.
S—Sleeve Valve.
S-A—Semi Automatic.
SB—Sheet Brass.
Sch—Schebler.
Sep—Separate Liner.
SiCh—Silicon Chrome Steel.
Sp—Spring cushioned.
Spec—Special.
SS—Semi Steel.
Ste—Stewart.
Str—Stromberg.
T—"T" Head.
Tex—Textolite.
Th—Thermo-syphon.
Til—Tillotson.
Tung—Tungsten Steel.
Uni—United.
Vac—Vacuum.
Ver—Vertical.
West—Westinghouse.
Wisc—Wisconsin.
Zen—Zenith.

American Passenger

CAR MAKE AND MODEL	Engine Make and Model	GENERAL: No. of Cyls. Bore and Stroke (Ins.)	GENERAL: Rated H. P. (N.A.C.C.)	GENERAL: Piston Displacement	GENERAL: Compression Ratio (to 1)	GENERAL: Maximum Brake Horsepower at Specified R.P.M.	GENERAL: Cylinder Blocks	SUSPENSION: No. of Points	SUSPENSION: Type	CRANKCASE: No. Cyls. Cast in 1 Block	CRANKCASE MATERIAL: Upper †—Sep. Casting	CRANKCASE MATERIAL: Lower	VALVES: Arrangement	VALVES: Ex. Valve Head Material	Front End Drive: Type	Front End Drive: Make of Chain or Non-Metallic	PISTON: Material	PISTON: Length (Ins.)	PISTON: Weight (Ozs.)	PISTON: Pin Center to Top of Head	PISTON: No. of Rings and No. Above Pin	PISTON PIN: Diameter and Length (Ins.)	PISTON PIN: Bearing In	CONNECTING RODS: Material	CONNECTING RODS: Center to Center Length	CONNECTING RODS: Weight (Ozs.)	CONNECTING RODS: Lower Bearing: Diameter and Length (Ins.)	CONNECTING RODS: Lower Bearing: Type
Oldsmobile.....6	Own.....	6-3 3/16x4 1/2	24.4	197.5	5.0	55-2700	Ver.	4	Ru..	6	Ir...	PS..	L...	SiCh..	Ch..	MOR	CI..	....	26	....	3-2	3 1/16x2 7/8	Rod	St...	9	30	1 7/8x1 11/32	....
Overland(4)Whippet	Own....96	4-3 1/8x4 3/8	15.6	134.2	....	32-2800	Ver.	4	....	4	Ir...	PS..	I...	ChN..	Ch..	L-B..	CI..	3 3/4	....	2	3-3	3/4x2 1/16	Pis..	DFS	9 3/8	....	1 7/8x1 1/16	Pou.
Packard.. 526-533	Own. ...6	6-3 1/2x5	29.40	288.6	....	82-3200	Ver.	4	....	6	Al‡	Al..	L...	SiCh..	Ch..	MOR.	Als..	.....	.....	2 1/2	4-4	7/8x	FF..	Car.	10 7/8	....	2 3/16x1 3/8	Pou.
Packard.....443	Own....8	8-3 1/2x5	39.20	385.0	....	106-3200	Ver.	4	....	8	Al‡	Al..	L...	SiCh..	Ch..	MOR.	Als..	.....	.....	2 1/2	4-4	7/8x	FF..	Car.	10 7/8	....	2 1/16x1 3/8	Pou.
Peerless.....6-60	Cont. Spec.	6-3 1/4x4	25.35	199.1	....	62-3000	Ver.	4	....	6	Ir...	PS..	L...	CSM..	Ch..	L-B..	Als..	3 1/2	....	2 1/8	4-4	3/4x2 3/4	FF..	Car.	8 1/16	....	1 7/8x1 1/16	Pou.
Peerless.....6-80	Cont...8U	6-3 1/4x4 5/8	25.35	230.2	....	63-2600	Ver.	4	....	6	Ir...	PS..	I...	Asco..	Ch..	.....	Als..	3 1/2	....	2 3/8	4-4	3/4x2 3/4	....	DFS	9	....	2 1/8x1 3/8	Pou.
Peerless.....6-91	Own....90	6-3 1/2x5	29.4	288.6	....	70-2500	Ver.	4	....	6	Al‡	PS..	L...	SiCh..	Ch..	.....	Als.	3 3/4	....	1 7/8	3-3	1 1/8x2 3/16	....	DFS	10	....	2 1/8x1 3/8	Pou.
Peerless.....8-69	Own....69	8-3 1/4x5	33.8	332.0	....	80-2800	Vee	3	....	4	Al‡	Al..	L...	SiCh.	He	.....	CI.	3 1/4	....	1 13/16	3-3	.....	Rod	DFS	11	....	2 1/4x1 1/2	Sep.
Pierce-Arrow.....81	Own....81	6-3 1/2x5	29.4	288.5	....	75-3000	Ver.	4	....	6	Al‡	Al..	L...	Tung..	Ch	L-B	Als.	.....	.....	.....	3-3	1x	FF..	Al...	.....	.....	2 5/8x	....
Pierce-Arrow.....35	Own....36	6-4x5 1/2	38.40	414.7	4.35	100-2600	Ver.	3	Sp.	6	Al‡	Al..	T...	SiCh..	He.	No....	CI.	5 1/2	62	3 1/4	3-3	1 1/8x3 3/32	FF..	Car.	11	56.8	2 1/4x1 3/4	Die.
Pontiac.....6	Own.....	6-3 1/4x3 3/4	25.3	186.5	4 9	.....	Ver.	3	Ru..	6	Ir...	PS.	L...	SiCh..	Ch.	MOR	SS.	4 1/32	....	2 1/16	3-2	1 1/8x2 1/16	Pis..	ASt.	7 1/8	....	2x1 1/16	Pou.
Reo.... Wolverine	Cont.. 15E	6-3 1/4x4	25.2	199	4.8	.....	Ver.	4	Ru.	6	Ir...	PS.	L...	.....	Ch..	.....	Als.	3 1/16	....	2 5/16	4-4	3/4x2 3/4	FF..	Car.	8 1/16	....	1 7/8x1 1/16	Pou.
Reo Flying Cloud	Own.... A	6-3 1/4x5	25.2	249	4.8	73-2800	Ver.	4	Ru..	6	Ir...	PS..	I...	SiCh..	Ch..	MOR.	Als..	4	23 1/2	....	3-3	3/4x	....	DFS	10 1/2	40	2 1/16x1 1/2	Pou.
Roamer.....8-78	Lyc... GT	8-2 3/8x4 3/4	24.2	225.7	4.94	.....	Ver.	4	....	8	Ir...	PS.	L...	SiCh..	Ch..	.....	CI.	3 1/2	16	1 1/16	4-4	7/8x2 9/16	Pis..	Car.	9 1/2	37	2 1/8x1 1/4	Pou.
Roamer.....8-80	Lyc. 4 HM	8-3 1/4x4 1/2	33.8	298.6	5.00	84-2900	Ver.	4	....	8	Ir‡	PS.	L...	SiCh..	Ch.	L-B..	CI.	3 1/2	26	1 1/16	4-4	7/8x2 7/8	Rod	Car.	9	42	2 1/8x1 1/2	Pou.
Roamer.....8-88	Lyc.... 4H	8-3 1/4x4 1/2	33.8	298.6	5.00	84-2900	Ver.	4	....	8	Ir‡	PS.	L...	SiCh..	Ch.	L-B..	CI.	3 1/2	26	1 1/16	4-4	7/8x2 7/8	Rod	Car.	9	42	2 1/8x1 1/2	Pou.
Rolls Royce Si Gh.	Own. 40-50	6-4 1/2x4 3/4	48.60	453.5	....	.....	Ver.	3	....	3	Al‡	Al..	L...	SiCh..	He..	No....	Al...	.....	.....	.....	6-	1x	Rod	ASt.	.....	.....	.....	Sep.
Rolls Royce N. Ph.	Own. 40-65	6-4 1/4x5 1/2	43.5	468.0	....	.....	Ver.	3	....	3	Al‡	Al..	L...	SiCh..	He..	No....	Al...	.....	.....	.....	5-5	1x	Rod	ASt.	.....	.....	.....	Sep.
Star.....4	Cont...W5	4-3 3/16x4 1/4	18.23	152.0	4.2	36-2400	Ver.	4	Ru..	4	Ir...	....	L...	NiSt..	Ch..	MOR.	Als..	4	16	1 11/16	3-3	3/4x	FF..	Car.	8	29 1/2	1 1/2x1 7/16	Pou.
Stearns Kni'.F6-85	Own F 6-85	6-3 1/2x5	29.40	288.5	5.0	82-2600	Ver.	3	Ru..	6	Al‡	PS..	S...	S.....	Ch..	Ram..	CI.	4 5/32	....	2 5/16	4-4	3/4x3 1/16	Pis..	Car.	12 1/16	....	2 5/8x1 1/4	Pou.
Stearns Kni'H&8-85	Own G 8-85	8-3 1/2x5	39.20	385.0	5.0	112-2800	Ver.	4	Ru.	8	Al‡	Al..	S...	S.....	Ch..	MOR.	CI.	4 5/32	36	2 5/16	4-4	3/4x3 1/16	Pis..	Car.	12	48	2 1/4x1 5/8	Pou.
Studebaker....Dic.	Own.....	6-3 3/16x4 1/2	27.34	242.0	4 5	50-2200	Ver.	4	RR.	6	Ir...	PS..	L...	SiCh..	Ch.	.....	CI.	.....	.....	.....	4-5	7/8x3	Pis..	St..	10	....	2x1 1/2	Pou.
Studebaker... Com.	Own.....	6-3 7/16x5	36.04	354.0	4.25	75-2400	Ver.	4	....	6	Ir‡	PS.	L...	SiCh..	He..	Own	CI.	4 11/16	....	2 11/16	4-3	1x3 7/16	Pis..	St..	11 1/4	....	2 5/8x1 3/4	Pou.
Studebaker. Pres. 8	Own Pres.	8-3 3/16x4 3/8	36.45	313	4.7°	100-3000	Ver.	4	....	8	Ir...	PS.	L...	SiCh..	He.	Tex..	Als.	4 1/4	18 27/64	2 1/32	4-4	1 1/8x2 3/4	FF..	St..	9 7/32	38.1	2 1/4x1 3/4	Pou.
Stutz.....BB	Own.....	8-3 1/4x4 1/2	33.8	298.6	5.0	115-3600	Ver.	3	....	8	Ir...	Ir...	I...	SiCh..	Co..	.....	CI.	4 1/16	20 1/2	2 1/16	3-3	7/8x2 1/4	FF..	Dfa.	9 1/4	30	2 5/8x1 5/8	Pou.
Velie..... Std. 50	Own....54	6-3 1/16x4 1/4	23.4	196.0	4.7	48-2600	Ver.	3	Ri..	6	Ir...	PS..	I...	CI....	He.	GE....	CI..	3 1/2	22	1 7/8	4-3	7/8x2 7/8	Rod	Car.	8 1/8	36	2x1 5/8	Pou.
Velie.....6-66	Own....56	6-3 1/16x4 1/4	24.4	203.5	4.5	56-2800	Ver.	3	Ru..	6	Ir...	PS..	I...	CI....	He.	GE....	CI..	3 1/2	22	1 7/8	4-3	7/8x2 7/8	Rod	Car.	8	....	2 1/4x1 1/2	Pou.
Velie.....6-77	Own....52	6-3 1/16x4 5/8	24.4	221.0	4.53	60-2900	Ver.	3	Ru..	6	Ir...	PS.	I...	.....	He.	GE....	CI..	3 1/8	28	2 1/8	4-3	7/8x2 7/8	Rod	Car.	10	....	2 1/4x1 1/2	Pou.
Velie.....8-88	Lyc.....	8-3 1/4x4 1/2	33.8	298.6	5.00	90-3200	Ver.	4	....	8	Ir‡	PS.	L...	SiCh..	Ch.	.....	Als.	3 1/2	26	1 1/16	4-4	7/8x2 7/8	Rod	....	9	....	2 1/8x1 1/2	Pou.
Willys Kni' Std. 6	Own.....	6-2 13/16x3 7/8	20.7	157.6	5.5	45-3000	Ver.	4	....	6	Ir‡	PS.	S...	S.....	Ch..	.....	Als.	3 5/8	....	2	4-4	3/4x2 3/4	Rod	DFS	9 3/8	....	1 7/8x1 1/16	Pou.
Willys Kni' Spec. 6	Own..70 A	6-2 13/16x4 3/8	20.7	177.9	....	53-3000	Ver.	4	....	6	Ir‡	PS.	S...	S.....	Ch..	.....	Als.	.....	.....	.....	3-3	3/4x2 3/4	Rod	DFS	10	....	2x1 1/16	Pou.
Willys Kni' Great 6	Own..66 A	6-3 3/8x4 3/4	27.34	255.0	....	70-3200	Ver.	3	....	6	Al‡	PS.	S...	S.....	Ch.	.....	Als.	4 1/4	....	2 7/16	4-4	7/8x3 1/16	Rod	ASt.	11	....	2 1/8x1 1/2	Pou.

ABBREVIATIONS:

°—Others used.
ABos—American Bosch.
Al—Aluminum.
A-L—Auto-Lite.
AM—Air Maze.
Asco—Ascoloy.
ASt—Alloy Steel.
ATC—Air Tube Cellular.
Au—Automatic.
B—Battery.
Bal—Ball and Ball.
Bo—Bevel Gear Overhead Camshaft
Br—Bronze.
Car—Carbon Steel.
Car—Carter—(Carburetor)
CCNA—Carbon Chrome Nickel Alloy.
Ce—Centrifugal
Cell—Cellular.
CF—Cross Flow.
Ch—Chain.
ChN—Chrome Nickel.
CI—Cast Iron.
Co—Chain, Overhead Camshaft.
CoCh—Cobalt Chrome Steel.
Cont—Continental.
CSM—Chrome Silica Manganese.
DeJ—DeJon.
DF—Distillation and Filtration.
Dfa—Drop Forged Aluminum.
DFS—Drop Forged Steel
Di—Distillation
Dia—Diamond Chain
Die—Die Cast.
DM—Direct Mechanical (Sliding Gear.)
D-R—Delco Remy.
Dur—Duralumin.
Dyn—Dyneto.
Ecc—Eccentric.
Ep—Electric Pump.
F—In head and side.
F&T—Fin and Tube.
Fed—Fedders.
FF—Full Floating.
Fi—Filter.
FV—Filtration and Ventilation.
GE—General Electric.
Ge—Gear.
Gra—Gravity.
Ha—Hand.
Har—Harrison.
He—Helical Gear.
I—Valve in Head.
In—Inertia.
Ir—Iron.
Jam—Jamestown.
Joh—Johnson.
L—"L" Head.
L-B—Link Belt.
Lyc—Lycoming.

German Makers Analyze Mechanical Features of All 1928 Models

THE Association of German Automobile Makers has just published a most interesting chart giving a fair idea of the main technical features of 1928 cars in all producing countries. No less than 305 various makes and in all 679 models have been examined. Of these 38.1 per cent were French, 22 per cent British, 15.1 per cent American, 8.5 per cent German, 5.2 per cent Italian, 3.9 per cent Belgian, 2.3 per cent Austrian, 2.3 per cent Spanish, 2 per cent Czecho-Slovakian and 0.3 per cent each Swiss and Hungarian.

It was found that 36.2 per cent of all models have a piston displacement above 1.1 liters but not exceeding 2 liters (122 cu. in.), 22.1 per cent belong to the 3 liter class (183 cu. in.), 15.6 per cent to the classes up to 1.1 liters (67 cu. in.). Then follow the 4-liter cars (244 cu. in.) with 12.7 per cent, the 5-liter cars (305 cu. in.), with 6.8 per cent, the 6-liter (366 cu. in.) and the cars exceeding that volume each with 3.3 per cent.

As regards the number of cylinders, it was found that 52.5 per cent of the cars have four-cylinder engines, 34.8 per cent have six cylinders, 9.4 per cent eight cylinders, 0.9 per cent single cylinders, 0.3 per cent 12 cylinders, 1.8 per cent two cylinders and 0.3 per cent three cylinders.

The cylinder heads are detachable in 86.3 per cent of all models. The valves are arranged standing in 42 per cent and in the head in 48.95 per cent, just about half of which are operated by overhead camshafts. Also, 6.3 per cent of the models have no valves, 1.6 per cent are two-strokes, 1 per cent have F-head and 0.15 per cent have horizontal valves. The ignition is overwhelmingly still by magneto, which is found on 69.3 per cent, while battery ignition is employed on 26.1 per cent of the models. On 4.3 per cent of the cars double ignition is used and 0.3 per cent have flywheel magnetos.

Cooling is effected in 52.15 per cent of all models

Car Engines—Continued

CRANKSHAFT						OILING			COOLING SYSTEM						FUEL SYSTEM				ELECTRICAL SYSTEM										CAR MAKE AND MODEL
			Main Bearings								Radiator						Air Cleaner		Ignition					Battery				
Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Front Diameter and Length	Rear Diameter and Length	System Type	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Make	Core Type	Shell Material	Carburetor Make and Size (Ins.)	Feed Type	Make	Type	Make	Current Source	Spark Control	Generator and Starter Make	Starter Engagement	Length	Width	Height	Volts and Ampere-Hrs.	
....	....	No.	4	2¼x1 7/16	2½x2⅛	PC..	Ge..	Fi..	Pu..	No..	Ha..	Har...	RiC...	.....	Sch....1	Mp...	.....	.....	D-R.	....	.....	D-R.	DM.	.....	.....	.....	.....	Oldsmobile.....6
....	....	....	3	1⅞x2	1⅞x1¾	PH..	Ge..	No..	Pu..	No..	No..	Own..	Cell...	PS....	Til.....1	Vac...	No....	No..	A-L..	B...	Au...	A-L..	In...	9 1/16x7x7 7/16			6-80	Overland(4)Whippet
....	Yes.	No..	7	2⅝x	2⅝x	PF..	Ge..	No..	Pu..	Yes.	No..	.....	RiC...	PS....	Own....	Vac...	No....	No..	D-R.	B...	S-A..	Dyn.	In ..	10¾x7¼x9¾			6-100	Packard.. 526-533
....	Yes.	Yes.	9	2⅝x	2⅝x	PF..	Ge..	No..	Pu..	Yes.	....	.....	RiC...	PS....	Own....	Vac...	No....	No..	D-R.	B...	S-A..	Dyn.	In...	13¼x7¼x9¾			6-160	Packard.....443
....	....	No..	7	2⅛x1½	2⅛x1 7/16	PH..	Ge..	Fi..	Pu..	No..	....	Har...	.....	PS....	Str...1¼	Vac...	.....	In..	A-L..	B...	.....	A-L..	In...	9 1/16x7x9 1/16			6-	Peerless.....6-60
No..	No..	Yes.	7	2⅜x1 7/16	2⅜x2⅜	PH..	Ge..	No..	Pu..	No..	....	Har...	.....	PS....	Str...1¼	Vac...	AC..	In..	A-L..	B...	S-A..	A-L..	In...	10⅜x7x9 1/16			6-	Peerless.....6-80
....	....	No..	7	2⅜x2 1/16	2⅜x2 7/16	PH..	Ge..	Fi..	Pu..	No..	Au..	Fed...	Cell...	PS....	Str...1¼	Vac...	AC..	In..	A-L..	B...	.....	A-L..	In...	10 1/16x7½x9¼			6-	Peerless.....6-91
....	....	No..	3	2¼x2 3/16	2¼x3 3/16	PH..	Ge..	Fi..	Pu..	No..	Au..	Har...	Cell...	PS....	Str...1½	Vac...	AC..	In..	D-R.	B...	S-A.	D-R.	In...	12½x7¼x9 1/16			6-	Peerless.....8-69
....	....	No..	7	2⅝x	.....	PA..	Ge..	Fi..	Pu..	Yes.	Au..	Fed...	Cell...	.....	Str...1½	Vac...	No....	No..	D-R.	B...	S-A.	D-R.	.....	.....			6-111	Pierce-Arrow.....81
No..	No..	Yes.	7	2¼x2¾	2¼x3¼	PA..	Ge..	Fi..	Pu..	Yes.	Au..	Har...	RiC...	NiS...	Own...2	Pre...	No....	No..	D-R.	B...	S-A.	D-R.	DM..	13x7½x10			6-160	Pierce-Arrow.....36
No..	No..	No..	3	1 1/16x1⅝	2 1/16x2	PC..	Ge..	No..	Pu..	Yes.	No..	Har...	CF...	PS....	Car.....	Mp...	AC..	In..	D-R.	B...	Au...	D-R.	.....	9 1/16x7x9 1/16			6-80	Pontiac.....6
....	....	Yes.	7	2⅛x1½	2⅛x1⅞	PH..	Ge..	No..	Pu..	Yes.	No.	.....	.....	.....	Sch..1¼	Vac...	No....	No..	N-E..	B...	S-A..	N-E..	.....	8 1/16x7¼x9⅜			6-90	Reo.... Wolverine
....	....	Yes.	7	2 1/16x2 1/16	2 1/16x2¾	PH..	Ge..	Fi..	Pu..	Yes.	No..	Har...	Cell...	PS....	Sch..1½	Vac...	AM..	Ce..	D-R.	B...	S-A.	D-R.	DM..	10 1/16x7¼x9 1/16			6-111	Reo. Flying Cloud
No..	No..	Yes.	5	2⅜x1¾	2⅜x1¾	PC..	Ge..	No..	Pu..	No..	No..	.....	.....	.....	Sch..1¼	Vac...	No....	No..	A-L..	B...	S-A..	A-L..	In...	10⅜x7⅝x9¾			6-130	Roamer.....8-78
No..	No..	Yes.	5	2⅜x2⅝	2⅜x2⅝	PC..	Ge..	No..	Pu..	No..	No..	.....	.....	.....	Sch..1½	Vac...	No....	No..	A-L..	B...	S-A..	A-L..	In...	10⅜x7 7/16x9¾			6-130	Roamer.....8-80
No..	No..	Yes.	5	2⅜x2⅝	2⅜x2⅝	PC..	Ge..	No..	Pu..	No..	No..	.....	.....	.....	Sch..1½	Vac...	No....	No..	A-L..	B...	S-A..	A-L..	In...	10⅜x7 7/16x9¾			6-130	Roamer.....8-88
No..	No..	Yes.	7	.....	.....	PD..	Ge..	....	Pu..	No..	Ha..	Own...	ATC..	Ni....	Own....	Pre...	No....	No.	A Bos	B...	S-A..	West.	Mag.	13⅝x7⅜x9 1/16			6-120	Rolls Royce Si Gh.
No..	No..	Yes	7	.....	.....	PE..	Ge..	Fi..	Pu..	No..	Ha..	Own...	ATC..	Ni....	Own....	Vac...	AM..	Fi..	DeJ..	B...	S-A..	Own.	Mag.	13⅝x7⅜x9 1/16			6-120	Rolls Royce N. Ph.
No..	No..	No..	3	1½x1 11/16	1½x2¾	PE..	Ge..	No..	Pu..	No..	No..	Fed...	RiC...	PS....	Til.....1	Vac...	No....	No..	A-L..	B...	Ha...	A-L..	In...	9¼x7½x9¾			6-84	Star.....4
....	No..	No..	7	2⅝x2 1/16	2⅝x4 1/16	PC..	Ge..	Fi..	Pu..	No..	No..	Fed...	ATC..	SB....	Ti.....	Vac...	Til....	Ce..	DeJ..	B...	S-A..	DeJ..	In...	17x7¼x9¾			6-192	Stearns Kni'.F6-85
No..	Yes.	No..	9	3x2 3/8	3x3	PB..	Ge..	Fi..	Pu..	No..	No..	Fed...	ATC..	SB....	Til...1½	Mp...	Til ..	Ce..	DeJ..	B...	S-A..	DeJ..	In...	17x7¼x9¾			6-192	Stearns Kni' H&S-85
No..	No..	Yes.	4	1 1/16x2 1/16	2⅛x2 1/16	PH..	Ge..	Fi..	Pu..	Yes.	No..	McC..	F&T..	PS....	Str.....1	Mp...	No....	No..	D-R.	B...	S-A..	D-R.	In...	9 1/16x7¼x9¾			6-90	Studebaker.....Dic.
No..	No..	Yes.	4	2⅛x	2 1/16x3 1/16	PH..	Ge..	Fi..	Pu..	Yes.	No..	McC..	F&T..	PS....	Str...1¼	Mp...	No....	No..	D-R.	B...	S-A..	D-R.	Ch..	10⅜x7¼x9¾			6-111	Studebaker.. Com.
....	....	No..	5	2⅜x1¾	2⅜x2 1/16	PH..	Ge..	Fi..	Pu..	Yes.	No..	Long..	F&T..	St....	Sch..1½	Mp...	No....	No..	D-R.	B...	S-A..	D-R.	DM..	10⅜x7¼x9¾			6-111	Studebaker. Pres. 8
No..	No..	No..	9	2½x3 1/16	2½x2⅜	PF..	Ge..	Di..	Pu..	Yes.	No..	Fed...	Cell...	St....	Zen..1¼	Vac°..	AC..	In..	D-R.	B...	S-A..	D-R.	DM..	13 1/16x6¾x9½			6-170	Stutz.....BB
No..	No..	Yes.	4	2⅛x2¼	2⅛x3	PH..	Ge..	No..	Th..	No..	No..	Jam...	RiC...	PS....	Str.....1	Vac...	No....	No	A-L..	B...	S-A..	A-L..	In...	9 1/16x7x9 1/16			6-90	Velie..... Std. 50
No..	No..	Yes.	4	2½x2¼	2½x2⅝	PF..	Ge..	Fi..	Th..	No..	No..	Jam...	RiC...	PS....	Str.....	Vac...	No....	No.	A-L..	B...	S-A..	A-L..	In...	9 1/16x7x9 1/16			6-90	Velie.....6-66
No.	Yes.	No..	4	2¾x2¼	2¾x2⅝	PH..	Ge..	Fi..	Th..	No..	No..	Jam...	RiC...	PS....	Str.....	Vac...	No....	No..	D-R.	B...	S-A..	D-R.	1	0 1/16x7x9 1/16			6-102	Velie.....6-77
No..	No..	Yes.	5	2⅜x2⅝	2⅜x2⅝	PH..	Ge..	Fi..	Pu..	No..	No..	Jam...	RiC...	PS....	Sch..1½	Vac...	No....	No..	D-R.	B...	S-A..	D-R.	In...	10 1/16x7x9 1/16			6-102	Velie.....8-88
....	....	....	7	2¼x2	2¼x2½	PH..	Ge..	Di..	Pu..	Yes.	No..	Own..	Cell...	.....	Til.....	Vac...	Til....	Ce..	A-L..	B...	S-A..	A-L..	.....	11¾x7x8¼			6-142	Willys Kni' Std. 6
....	....	No..	7	2¼x2	2¼x2½	PH..	Ge..	Di..	Pu..	Yes.	No..	Own..	Cell...	St....	Til.....	Vac...	Til....	Ce..	A-L..	B...	S-A..	A-L..	In...	11¾x7x8¼			6-142	Willys Kni' Spec. 6
....	....	No..	7	2½x1 1/16	2½x2¾	PA..	Ge..	Di..	Pu..	Yes.	No..	Own..	Cell...	St....	Til.....	Vac...	Til....	Ce..	A-L..	B...	S-A..	A-L..	In...	13 1/16x7x8½			6-166	Willys Kni' Great 6

Mar—Marvel.
Mag—Magnetic Shift.
McC—McCord.
Mod—Modine.
MOR—Morse.
Mp—Mechanical Pump.
N-E—North East.
NiS—Nickel Silver.
NiSt—Nickel Steel.
Opt—Optional.
PA—Pressure to mains rods, pins and camshaft
PB—Pressure to mains, rods and timing case
PC—Pressure to main and connecting rod bearings only.
PD—Pressure to mains, rods, wrist pins.
PE—Pressure to mains, rods, wrist pins and timing case.
FP—Pressure to all bearings including wrist pins.
PG—Pressure to mains, rods, camshaft, timing case.
PH—Pressure to main, connecting rod and camshaft bearings.
Pis—Piston.
Pou—Poured.
Pre—Pressure.
PS—Pressed Steel.
PS—Splash with pressure (Oiling system.)
Pu—Pump.
RAM—Ramsey.
Ri—Rigid.
RiC—Ribbon Cellular.
RR—Rubber & Rigid.
Ru—Rubber.
RV—Rotary Vane.
S—Sleeve Valve.
S-A—Semi Automatic.
SB—Sheet Brass.
Sch—Schebler.
Sep—Separate Liner.
SiCh—Silicon Chrome Steel.
Sp—Spring cushioned.
Spec—Special.
SS—Semi Steel.
Ste—Stewart.
Str—Stromberg.
T—"T" Head.
Tex—Textolite.
Th—Thermo-syphon.
Til—Tillotson.
Tung—Tungsten Steel.
Uni—United.
Vac—Vacuum.
Ver—Vertical.
West—Westinghouse.
Wisc—Wisconsin.
Zen—Zenith

with the assistance of a water pump; 44.6 per cent have thermo-syphon cooling; 3.1 per cent are air-cooled and 0.15 per cent are steam-cooled. Coming now to the transmission, it was found that 57.8 per cent of the cars have single-disk clutches, 25.5 per cent multiple-disk, and 15.5 per cent cone clutches; the remaining consist of a variety of types including expanding band clutches. Of the gear boxes 83.7 per cent are united with the engine, 15.6 per cent are separate, while 0.7 per cent form a unit with the rear axle. Four-speed gear boxes are in the majority as they are to be found on 58.2 per cent of all models; 39.8 per cent have three-speeds; 1.3 per cent have two speeds and the remaining 0.7 per cent are of the automatic type used by Sensaud de Lavaud, d'Aux, Francon, Constantinesco and Bucciali Freres.

In 79 per cent of the models the gear lever is in the center of the car, 20.4 per cent of the models have the levers at one side and 0.6 per cent have no lever. The propeller shaft in 56.1 per cent of the models is of the open type; 40.9 per cent have tubes; 2.1 per cent of the models have chain drive, and 0.75 per cent have front wheel drive. The remaining 0.15 per cent have belt drive, these being, of course, very light cyclecars. The final drive is effected in 87.1 per cent by bevel gears; 4.9 per cent have no differential; 4.6 per cent have worm drive, 2.7 per cent are equipped with spur-wheels; 0.4 per cent have hypoidal cut teeth and 0.3 per cent have a ball differential.

The wheels for 48.2 per cent of the models are of the wire spoke type. Steel-spoke wheels are employed on 20.2 per cent of the cars, disk wheels on 17.1 per cent, wood wheels on 14.1 per cent and aluminum wheels on 0.4 per cent. Mechanical four-wheel brakes are found on 75.6 per cent, hydraulic on 8.1 per cent and suction-operated mechanisms on 7.4 per cent of the cars.

Half elliptic springs are, of course, predominant, 88.5 per cent of all models having them at the front and 68.9 per cent at the rear also.

This being a compilation by a German association, the special figures for German cars are also given. As regards the size of engines in German cars, it is found the two and three liter cars each account for 26.7 per cent of German models, 20 per cent are four-liter cars, while 11 per cent are cars up to 1.1 liters. Six cylinder models are now more numerous than four-cylinders, the former accounting for 46.7 per cent and the latter 42.2 per cent.

1928 Body and Equip

NOTE: The body models listed below represent the lowest pri

MAKE & MODEL OF CHASSIS	GENERAL: Body Model	Price $	Wheelbase (In.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	BODY: Number of Doors	Body Framework Material	Covering Materials: Body Panels	Rear Upper Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	EQUIPMENT: Type of Wheels	Bumper	Snubbers or Shock Absorbers Fitted?	Windshield Wiper	Trunk Rack	Engine Thermometer	Dash Gas. Gage	Car Heater	Cigar Lighter or Smoking Set	Clock	Locks and Theft proof devices
Auburn 76	Touring		120	28x5.25		4	M&W	Steel		††	††	Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	I, G
	Sedan	1295	120	28x5.25		4	M&W	Steel	Steel	††	††	Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	D, I, G
Auburn 88	Touring		125	30x6.00		4	M&W	Steel		††	††	Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	G, I
	Sedan	1595	125	30x6.00		4	M&W	Steel	Steel	††	††	Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	D, G, I
Auburn 115	Touring		130	30x6.20		4	M&W	Steel		††	††	Pyrox		A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	G, I
	Sedan	2095	130	30x6.20		4	M&W	Steel	Steel	††	††	Pyrox		A	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	D, G, I
	Touring DeL	1225	114½	31x5.25	3040	4	M&W	Steel	Fabric	Leather	Fabric	Pyrox	2	A	No	Yes	Yes	No	Yes	Yes	No	No	No	I, S, T
Buick 115	Sedan	1195	114½	31x5.25	3215	2	M&W	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	No	No	D, I, S, T
Buick 120	Sedan	1495	120	33x6.00	3870	2	M&W	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	No	No	D, I, S, T
	Spt. Touring	1525	128	33x6.00	3735	4	M&W	Steel	Fabric	Leather	Fabric	Pyrox	2	A	No	Yes	Yes	No	Yes	Yes	No	No	No	I, S, T
Buick 128	Bro. Sedan	1925	128	33x6.00	4050	2	M&W	Steel	††	Mohair	R C F	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	No	No	D, I, S, T
	Phaeton	3450	140	32x6.75		4	Wood	Steel		Leather	Fabric	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	G, T
Cadillac 341	Town Sedan	3395	140	32x6.75	4845	4	Steel	Steel	Steel	Optional	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	D, G, T
Chandler Big 6	Metro Sedan	1525	124	32x6.00	3570	4	M&W	Steel	Steel	Mohair°	Py-Fa	Pyrox	1	A	No	No	Yes	Yes	Yes	Yes	No	No	Yes	D, I
	Touring	995	109	30x5.00	2475	4	M&W	Steel	Steel	Leather	Py-Fa	Pyrox	1	A	No	No	Yes	No	No	No	No	No	No	I
Chandler Spec. 6	Sedan	995	109	30x5.00	2685	4	M&W	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	No	No	Yes	No	No	No	No	No	No	D, I
Chandler Roy. 8	Sedan	1995	124	32x6.00	3760	4	M&W	Steel	Steel	Mohair°	Py-Fa	Pyrox	1	A	No	No	Yes	No	Yes	Yes	Yes	Yes	Yes	D, I
	Touring	495	107	30x4.50	††	4	Wood	Steel	††	Fab. Lea	R C F	Pyrox	1	D	No	No	Yes	No	No	No	No	No	No	I, S
Chevrolet	Coach	585	107	30x4.50	††	2	Wood	Steel	Steel	Plush	R C F	Pyrox	1	D	No	No	Yes	No	No	No	No	No	No	D, I, S
	Touring	695	153‡	29x4.75	2130	4	Wood	Steel		Leather	R C F	Pyrox	2	A	No	No	Yes	No	No	No	No	No	No	F
Chrysler 52	2-d Sedan	670	153‡	29x4.75	2300	2	Wood	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	No	Yes	No	No	No	No	No	No	F
	Touring	1095	156‡	28x5.25	2740	4	Wood	Steel		Leather	Fabric	Pyrox	2	A	No	Yes	Yes	No	No	Yes	No	No	No	F
Chrysler 62	2-d Sedan	1095	156‡	28x5.25	2855	2	Wood	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	Yes	Yes	No	No	Yes	No	No	No	F
Chrysler 72	Town Sedan	1595	172‡‡	30x6.00	3270	4	Wood	Steel	Fabric	Mohair	Py-Fa	Pyrox	1	A	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	F
Chrysler Imp. 80	Sedan	2945	191‡	30x6.75	4185	4	Wood	Steel	Steel	††	††	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	D, F, I
	Spt. Touring	6150	132	33x6.75	4500	4	†Wood	†Alum	Optional	Leather	Option	†Varnish	1-2	C	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	I, T
Cunningham V-7	Coupe	7600	132	33x6.75	4700	2	†Wood	†Alum	†Alum	Opt	Leather	†Varnish	1	C	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	D, I
	Touring	1885	119	30x6.00	3125	4	Metal	Steel	Fabric	Leather	R C F	Pyrox	1	A	No	Yes	Yes	Yes	Yes	Yes	No	No	No	G
Davis 99	Sedan	1885	119	30x6.00	3275	4	Metal	Steel	Steel	Mohair	R C F	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	No	No	D, G
	Phaeton	1695	125½	32x6.00	3100	4	M&W	Steel		Leather	R C F	Pyrox	2	A	No	Yes	No	No	Yes	Yes	No	No	No	G
Diana St. 8	Brougham	1795	125½	32x6.00	3170	2	M&W	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	No	No	D, G
Dodge 124	Touring	795	116	31x5.25	2581	4	Steel	Steel		Leather	R C F	Pyrox	1	A	No	No	No	No	No	No	No	No	No	
Dodge 128	Sedan	875	108	29x5.00	2600	4	Steel	Steel	Steel			Pyrox	1	A	Yes	No	Yes	No	No	No	No	No	No	D
Dodge Vict. 6	Sedan	1095	112	29x5.00		4	Steel	Steel	Steel	††	††	Pyrox	1	A	††	Yes	Yes	††	††	Yes	††	††	††	D
Dodge Senior 6	Sedan	1495	116	31x6.00		2	M&W	Steel	Steel	Broad		Pyrox	1	A	Yes	Yes	Yes	No	No	No	No	No	No	
	Touring	2800°	125°	32x6.20	3850°	4	M&W	Alum	Fabric	Leather	Fabric	Pyrox	2	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	I
duPont E&F	Coupe	3200°	125°	32x6.20	3850°	2	M&W	Alum	Alum	Broad	R C F	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	D, I
Durant 55	Sedan	795	107	29x5.00		2	Wood	Steel	Fabric	Cord	Py-Fa	Pyrox	1	A	No	No	Yes	No	No	No	No	No	No	D
	Touring	795	110	29x5.00		4	Wood	Steel		Leather		Pyrox	1	A	No	Yes	Yes	No	No	Yes	No	No	No	I, G
Durant 65	Sedan	975	110	29x5.00		2	M&W	Steel	Fabric	Mohair	Py-Fa	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	No	No	D
Durant 75	Sedan	1385	119	29 .5.50		4	Wood	Steel	Steel	Mohair°	Py-Fa	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	No	No	
	Touring	1295	117	28x5.25		4	Wood	Steel		Leather		Pyrox	1	A	No	No	Yes	No	No	Yes	No	No	No	F, G
Elcar 6-70	Sedan	1295	117	28x5.25	2750	4	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	No	No	Yes	No	No	Yes	No	No	No	D, F, G
	Touring	1395	123	28x5.50		4	Wood	Steel	Py-Fa	Leather	Py-Fa	Pyrox	1	A	No	No	Yes	No	No	Yes	No	No	No	F, G
Elcar 8-78	Sedan	1395	123	28x5.50	3390	4	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	No	No	Yes	No	No	Yes	No	No	No	D, F, G
	Touring	1695	123	30x6.00		4	Wood	Steel	Py-Fa	Leather	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	No	No	Yes	No	No	No	F, G, T
Elcar 8-82	Sedan	1695	123	30x6.00	3470	4	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	No	No	Yes	No	No	No	D, F, G, T
Elcar 8-91	Sedan	2295	132	32x6.00	3895	4	Wood	Steel	Fabric	Velour	Py-Fa	Pyrox	1	B	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	D, F, G, T
	Touring	2465	134	32x6.20		4	Wood	Steel	Py-Fa	Leather	Py-Fa	Pyrox	1	B	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes	F, G, T
Elcar 8-92	Sedan	2465	134	32x6.20	3995	4	Wood	Steel	Steel	Velour	Py-Fa	Pyrox	1	B	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	D, F, G, T
	Tourer	835	107	29x4.75	2300	4	Wood	Steel	Fabric	Leather	Fabric	Pyrox	1	A	Yes	Yes	Yes	No	No	Yes	No	No	No	I, S
Erskine 6	Sedan	795	107	29x4.75	††	2	Wood	Steel	Steel	Velour	Py-Fa	Pyrox	1	A	††	Yes	Yes	††	††	Yes	††	††	††	D, I, S
	Spt. Touring	††	110½	30x5.00	††	4	Steel	Steel		Leather	Fabric	Pyrox	1	A	No	No	Yes	No	Yes	Yes	No	No	No	I, G
Essex Super 6	Coach	735	110½	30x5.00	2560	2	Metal	Steel	Steel	Velour	R C F	Pyrox	1	A	No	No	Yes	No	Yes	Yes	No	No	No	D, I, G
Falcon Knight 12	Sedan	1095	109½	29x5.50	2800	2	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1		No	Yes	Yes	No	No	No	No	No	No	D I
	Phaeton	395	103½	30x4.50		4	M&W	Steel	R C F	Fab. Lea	R C F	Pyrox	1	B	Yes	Yes	Yes	No	No	Yes	No	No	No	I
Ford A	Sedan	495	103½	30x4.50		2	M&W	Steel	Steel	Wo-Fa	Py-Fa	Pyrox	1	B	Yes	Yes	Yes	No	No	Yes	No	No	No	D, I
	Touring	2975	128	31x6.20		4	Wood	Alum	R C F	Leather	R C F	Pyrox	1	A	No	No	No	No	No	Yes	No	No	No	I, T
Franklin 12	Victoria	2740	119	32x6.00	3440	2	M&W	A&S	Fabric	Broad	Pyrox	Pyrox	1	A	No	No	No	No	No	Yes	No	No	No	D, I, T
Gardner Std. 75	Spt.Coupe	1295	122	28x5.25	3290	2	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	No	No	Yes	Yes	Yes	Yes	No	No	No	D, F, I
Gardner DeL. 75	Vic. Coupe	1395	122	28x5.25	3290	2	Wood	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	
Gardner 85	Brougham	1875	122	31x6.00	3360	4	Wood	Steel	Steel	Velour	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	D, F, I
Gardner 95	Brougham	2275	130	32x6.00	3690	4	Wood	Steel	Steel	Velour	Py-Fa	Pyrox	1	D	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	D, F, I, G
Graham-Paige 610	Sedan	875	110½	29x5.00	††	††	M&W	Steel	††	††	††	Pyrox	††	A	Yes	Yes	Yes	No	Yes	Yes	No	No	No	D, I
Graham-Paige 614	††	††	114	29x5.25	††	††	††	††	††	††	††	Pyrox	††	A	Yes	Yes	Yes	No	Yes	Yes	No	No	No	
Graham-Paige 619	Sedan	1595	119	29x5.50	††	††	M&W	Steel	††	††	††	Pyrox	††	A	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	
Graham-Paige 629	Sedan	1985	129	31x6.00	††	††	M&W	Steel	††	††	††	Pyrox	††	D	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	T
Graham-Paige 835	††	††	135	31x6.20	††	††	††	††	††	††	††	Pyrox	††	D	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Hudson Super 6-0	Sedan	1450	127¾	31x6.00	3720	4	M&W	Steel	Steel	Mohair	Py-Fa	Pyrox	1	A	No	No	Yes	No	Yes	Yes	No	Yes	No	D, I, G
Hudson Super 6-S	Coach	1250	118½	31x6.00	3575	2	Steel	Steel	Steel	Velour	R C F	Pyrox	1	A	No	No	Yes	No	Yes	Yes	No	Yes	No	D, I, G
Hupmobile Cent. 6	2-d Sedan	1345	114	29x5.50	2975	2	M&W	Steel	Steel	Mohair	††	Pyrox	1	A	No	Yes	Yes	No	No	No	No	No	No	D, G
Hupmobile Cent. 8	Sedan	1825	120	31x6.00		4	††	††	††	††	††	Pryox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	DGI
	Touring	1795	125	32x6.00	3300	4	††	††	††	††	††	Pyrox	1	C	Yes	Yes	Yes	No	No	Yes	No	No	Yes	
Hupmobile 125-8	Brougham	2095	125	32x6.00	3515	2	††	††	††	††	††	Pyrox	1	C	No	No	No	Yes	No	No	No	No	No	D
Jordan JE	Sedan	1995	116	30x6.00	3300	4	M&W	Steel	Steel	Opt	R C F	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	D, F, I, ST
	Blue Boy	1495	107	28x5.25	2800	4	Wood	Steel		Leather	R C F	Pyrox	1	BC	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	F, I, S, T
Jordan R	Sedan	1395	107	28x5.25	2775	4	M&W	Steel	Steel	Broad	R C F	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	DFIST
	Playboy	1545	116	32x6.00	2915	2	Metal	Steel		Leather	R C F	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	No	Yes	F, I, S, T
Jordan J-1	Sedan	1695	116	32x6.00	3200	4	Steel	Steel	Steel	Mohair	R C F	Pyrox	1	A	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	DFIST
Kissel 6-70	Brougham	1495	117	30x6.00	3065	4	Wood	Steel		Mohair		Pyrox	1	A	No	No	No	Yes	Yes	Yes	No	No	No	I, D
	Phaeton	1885	125	31x6.20	3240	4	Wood	Steel	Fabric	Leather	Fabric	Pyrox	1	A	No	No	No	Yes	No	Yes	No	No	No	I
Kissel 8-80	Sp. Brougham	1995	125	31x6.20	3345	2	Wood	Steel	Fabric	Mohair		Pyrox	1	A	No	No	No	Yes	Yes	Yes	No	No	No	I, D
Kissel 8-80S	Brougham	1895	125	30x6.00	3540	4	Wood	Steel		Mohair		Pyrox	1	A	No	No	No	Yes	No	Yes	No	No	No	I, D
	Phaeton	2185	131	30x6.75	3220	4	Wood	Steel	††	Leather	††	Pyrox	1	A	No	No	No	Yes	No	Yes	No	No	No	I
Kissel 8-90	Brougham	2295	131	30x6.75	3671	2	Wood	Steel	††	Mohair	††	Pyrox	1	A	No	No	No	Yes	No	Yes	No	No	No	I, D
	Phaeton	2485	125	32x6.00	3680	4	Wood	Steel	Fabric	Leather	Fabric	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	
La Salle	Sedan	2495	125	32x6.00	3895		Steel	Steel	Steel	Opt	Py-Fa	Pyrox	1	A	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	D

ABBREVIATIONS:

††—Manufacturers did not supply information.
†—1927 Specifications.
‡—Overall length.
°—Others furnished.
A—Artillery.
A & S—Aluminum and steel.
Alum—Aluminum.
B—Wire.
Broad—Broadcloth.
C—Optional.
Cord—Corduroy.
D—Disk (wheels).
D—Door (lock).
En Py—Enamel & Pyroxylin.
F—Fedco Numbering.
Fab Lea—Fabric Leather.
G—Gearset.
I—Ignition.
M&W—Metal and Wood
Mo Ve—Mohair-Velour.
Mo Vel—Mohair-Velvet.
O—Optional. **Opt**—Optional.
Py-Fa—Pyroxylin Fabric.
Pyrox—Pyroxylin Finish.
RCF—Rubber Coated Fabric.
S—Steering Wheel.
T—Spare Tire.
We-Fa—Worsted Fabric.

ment Specifications

ced 4-5 passenger open and closed bodies fitted on each chassis

MAKE & MODEL OF CHASSIS	GENERAL					BODY								EQUIPMENT										
								Covering Materials																
	Body Model	Price $	Wheelbase (In.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Body Panels	Rear Upper Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Bumper	Snubbers or Shock Absorbers Fitted?	Windshield Wiper	Trunk Rack	Engine Thermometer	Dash Gas. Gage	Car Heater	Cigar Lighter or Smoking Set	Clock	Locks and Theft proof devices
	Spt. Phaeton	4600	136	32x6.75	4910	4	M&W	Alum.	Fab Lea.	Leather	Fab Lea	Varnish.	2	B.	Yes.	Yes.	No.	Yes.	No.	Yes.	No.	Yes.	Yes.	G, I, T
Lincoln.....8	Coupe	4600	136	32x6.75	4805	2	M&W	Alum.	Alum.	Opt.	Fab Lea	Varnish.	1	A.	Yes.	Yes.	No.	Yes.	No.	Yes.	No.	Yes.	Yes.	D,G,I,T.
Locomobile....8-70	Sedan	1975	122	31x6.00	3375	4	Wood	Steel	Steel	Broad	R C F.	††	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	Yes.	D, G, I.
	Spt. Touring	2850	130	32x6.00	....	..	Wood	Steel	.....	Leather	Fabric.	††	2	††	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	T.....
Locomobile....8-80	Sedan	2850	130	32x6.00	3950	4	Wood	Steel	Steel	Broad	R C F.	††	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D
	Sportif	.....	142	33x6.75	5030	4	Wood	Alum.	.....	Leather	Py-Fa.	††	2	A.	Yes.	Yes.	Yes.	Yes.	No.	No.	No.	No.	Yes.	L, I.....
Locomobile.....48	Vict. Sedan	.....	142	33x6.75	5600	4	Wood	Alum.	Alum.	Broad	Leather	††	2	A.	Yes.	Yes.	Yes.	No.	No.	No.	No.	Yes.	Yes.	D, I, T.
	Sportif	5900	138	33x6.75	4475	4	Wood	Alum.	.....	Leather	Fabric.	††	2	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	D.....
Locomobile.....90	Vict. Sedan	7300	138	33x6.75	4842	4	Wood	Alum.	Alum.	Mohair	Leather	††	2	A.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	No.	Yes.	Yes.	D.....
	Phaeton	3485	136	32x6.75	4017	4	Wood	Steel	R C F.	Leather	R C F.	Pyrox.	...	A.	Yes.	Yes.	Yes.	No.	No.	Yes.	No.	Yes.	Yes.	I, T. F.
Marmon.....E-75	Victoria	3485	136	32x6.75	4346	2	Wood	Steel	Steel	Broad	R C F.	Pyrox.	...	A.	Yes.	Yes.	Yes.	No.	No.	Yes.	No.	Yes.	Yes.	D,I,T. F.
Marmon.....68	Sedan	1395	114	29x5.25	2897	4	M&W	Steel	Steel	Mohair	R C F.	Pyrox.	1	A.	No.	No.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	D,F,G,I.
	Speedster	1965	120	29x5.50	3052	4	M&W	Steel	.....	Leather	It C F.	Pyrox.	2	A.	No.	No.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	F,G,T.
Marmon.....78	Sedan	1895	120	29x5.50	3104	4	M&W	Steel	Steel	Broad	R C F.	Pyrox.	1	A.	No.	No.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D,F,G,T.
	Spt. Touring	5600	141	33x6.75	4700	4	Wood	Alum.	Alum.	Opt.	R C F.	Varnish.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	G, I.....
McFarlan.....TV6	Sedan	6720	141	33x6.75	5200	4	Wood	Alum.	Alum.	Opt.	R C F.	Varnish.	2	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D, I, T.
	Touring	2650	131	33x6.20	3400	4	Wood	Alum.	Alum.	Opt.	R C F.	Varnish.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	I, T.....
McFarlan.....St. 8	Sedan	3180	131	33x6.20	3650	4	Wood	Alum.	Alum.	Opt.	R C F.	Varnish.	2	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D, I T.
Moon.....6-72	Sedan	1445	120	29x5.50	3050	2	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox.	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	D, G.....
	Touring	995	110	29x4.75	2340	4	Wood	Steel	R C F.	Leather	R C F.	Pyrox.	2	A.	No.	No.	No.	No.	No.	Yes.	No.	No.	No.	G.....
Moon.....6-60	Coach	995	110	29x4.75	2420	2	Wood	Fabric	Fabric.	Velour	Py-Fa.	Pyrox.	1	A.	No.	No.	No.	No.	No.	Yes.	No.	No.	No.	D, G.....
	Touring	1195	113	30x5.25	2560	4	Wood	Steel	R C F.	Leather	R C F.	Pyrox.	2	D.	No.	No.	No.	No.	No.	Yes.	No.	No.	No.	G.....
Moon.....A	Sedan	1395	113	30x5.25	2710	2	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox.	1	D.	No.	No.	No.	No.	No.	Yes.	Yes.	No.	No.	D, G.....
Moon.....8-80	Sedan	2195	125	31x6.20	3500	4	††	††	††	††	††	Pyrox.	1	C.	No.	No.	Yes.	No.	Yes.	Yes.	No.	No.	No.	D, G.....
	Touring	865	108¾	30x5.00	2225	4	Wood	Steel	.....	Leather	Fabric.	Pyrox.	1	D.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	G.....
Nash.....Std. 6	Sedan	845	108¾	30x5.00	2450	2	Wood	Steel	Steel	Velour	Fabric.	Pyrox.	1	D.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	D, G.....
	Touring	1135	112¾	30x5.25	2980	4	Wood	Steel	.....	Leather	Fabric.	Pyrox.	2	D.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	G.....
Nash.....Spec.	Sedan	1215	122¾	30x5.25	3150	2	Wood	Steel	Steel	Mohair	Fabric.	Pyrox.	1	D.	No.	Yes.	Yes.	No.	No.	Yes.	No.	Yes.	No.	D, G.....
	Touring	1340	121	32x6 00	3400	4	Wood	Steel	.....	Leather	Fabric.	Pyrox.	1	D.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	G.....
Nash.....Adv.	Sedan	1425	121	32x6.00	3620	2	Wood	Steel	Steel	Mohair	Fabric.	Pyrox.	1	D.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	D, G.....
	Spt. Phaeton	1095	117	29x5.50	2620	4	Wood	Steel	Fabric.	Leather	Py-Fa.	Pyrox.	1	A.	Yes.	No.	Yes.	Yes.	No.	No.	No.	No.	No.	G, T.....
Oakland.....AA-6	Sedan	1045	117	29x5.50	2890	2	Wood	Steel	Steel	Fabric	Py-Fa.	Pyrox.	1	A.	No.	No.	Yes.	No.	No.	Yes.	No.	Yes.	No.	D, G, T.
	Spt. Touring	995	113½	28x5.25	....	4	Wood	Steel	R C F.	Leather	R C F.	Pyrox.	2	C.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I.....
Oldsmobile.....F28	Sedan	925	113½	28x5.25	....	2	Wood	Steel	Steel	Mohair	R C F.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	D, I.....
	Touring	455	100¼	28x4.75	1985	4	Wood	Steel	Steel	Fab Lea.	Fabric.	Pyrox.	1	A.	No.	Yes.	No.	No.	No.	No.	No.	No.	No.	I.....
Overland Whippet.4	Coach	535	100¼	28x4.75	2075	2	Wood	Steel	Steel	Corduroy	Fabric.	Pyrox.	1	A.	No.	Yes.	No.	No.	No.	No.	No.	No.	No.	D, I.....
	Phaeton	2275	126	32x6.00	3665	4	Wood	Steel	.....	Leather	††	Pyrox.	1	D.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	I, T.....
Packard.....526	Sedan	2285	126	32x6.00	4000	4	Wood	Steel	Steel	Broad	††	Pyrox.	1	D.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D, I, T.
	Phaeton	2485	133	32x6.75	3745	..	Wood	Steel	.....	Leather	††	Pyrox.	1	D.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	I, T.....
Packard.....533	Club Sedan	2685	133	32x6.75	4085	4	Wood	Steel	Steel	Broad	††	Pyrox.	1	D.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D, I, T.
	Phaeton	3975	133	32x6.75	4370	..	Wood	Steel	.....	Leather	††	Pyrox.	1	D	No.	No.	No.	Yes.	No.	No.	No.	No.	No.	I, T.....
Packard.....443	Club Sedan	4450	133	32x6.75	4710	4	Wood	Steel	Steel	Broad	††	Pyrox.	1	D.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D, I, T.
	Phaeton	1195	116	29x5.25	2765	4	Wood	Steel	Fabric.	Leather	Fabric.	Pyrox.	1	A.	No.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	T.....
Peerless.....6-60	Sedan	1295	116	29x5.25	2895	4	Wood	Steel	Steel	††	Im Lea.	Pyrox.	1	D.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	D, I, T.
	Phaeton	1395	116	32x6.00	2850	4	Wood	Steel	Fabric.	Leather	Fabric.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, T.....
Peerless.....6-80	Sedan	1395	116	32x6.00	3000	2	Wood	Steel	Steel	Mohair	Im Lea.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	D, I, T.
	Phaeton	1695	120	32x6.00	2930	4	Wood	Steel	Fabric.	Leather	Fabric.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	Yes.	G, I, T.
Peerless.....6-91	Sedan	1895	120	32x6.00	3200	4	Wood	Steel	Steel	††	Im Lea.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	Yes.	D,G,I,T.
Peerless.....8-69	Sedan	2345	126	33x6.20	3875	4	Wood	Steel	Steel	Velour	Im Lea.	Pyrox.	1	D.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	Yes.	D,G,I,T.
	Touring	3100	130	32x6.00	3330	4	M&W	Alum.	††	Leather	††	Pyrox.	...	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	Yes.	I, T.....
Pierce-Arrow....81	Brougham	3250	130	32x6.00	3560	2	M&W	Alum.	††	††	††	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	Yes.	D, I, T.
	Touring	5875	138	33x6.75	4510	4	M&W	Alum.	††	Leather	††	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	No.	No.	No.	No.	Yes.	I, T.....
Pierce-Arrow.....36	Sedan	6375	138	33x6.75	4830	4	M&W	Alum.	Alum.	††	††	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	No.	No.	No.	No.	Yes.	D, I, T.
Pontiac.....6	Sedan	745	110	29x4.75	2430	2	Wood	Steel	Steel	Fabric	Py-Fa.	Pyrox.	1	A.	No.	No.	Yes.	No.	No.	Yes.	No.	No.	No.	D, I, G.
Reo...Flying Cloud	Brougham	1685	121	30x6.20	3425	2	Wood	Steel	Steel	††	Py-Fa.	Pyrox.	1	A.	Yes	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	D, G.....
Reo.....Wolverine	Brougham	1195	115	28x5.25	2960	2	Wood	Steel	Steel	Velour	Py-Fa.	Pyrox.	1	A.	Yes.	No.	Yes.	No.	No.	Yes.	No.	No.	No.	D, I, S.
Roamer.....8-78	Sedan	1795	120	32x6.00	3380	2	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
Roamer.....8-80	Sedan	1985	126	32x6.00	3570	4	††	††	††	††	††	††	††	A	No.	Yes.	No.	No.	No.	No.	No.	No.	No.	††
	Tourer	2495	136	32x6.20	3650	4	††	††	††	††	††	††	††	C.	No.	Yes.	No.	No.	No.	No.	No.	No.	No.	††
Roamer.....8-88	Sedan	2985	136	32x6.20	3880	4	††	††	††	††	††	††	††	C.	No.	Yes.	No.	No.	No.	No.	No.	No.	No.	††
Star.....4	Sedan	495	107	29x4.40	††	2	Wood	Steel	Py-Fa.	Cord	Py-Fa.	Pyrox.	1	A.	No.	No.	Yes.	No.	No.	No.	No.	No.	No.	.....
Stearns Knight...H	Sedan	5500	137	32x6.75	....	2	Wood	Steel	Steel	Broad	Py-Fa.	Pyrox.	1	...	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D, G.....
	Touring	3950	145	32x6.75	....	4	Wood	Steel	Fabric.	Leather	Fabric.	Pyrox.	1	...	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	G.....
Stearns Knight....J	Sedan	4650	145	32x6.75	....	4	Wood	Steel	Steel	Broad	Py-Fa.	Pyrox.	1	...	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	Yes.	D, G.....
	Touring	3250	137¼	32x6.75	4322	4	M&W	Steel	.....	Leather	.....	Pyrox.	1	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	G.....
Stearns Knigh'F6-85	Sedan	3450	137¼	32x6.75	4562	4	M&W	Steel	Steel	Broad	Py-Fa.	Pyrox.	1	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	D, G, T.
	Tourer	1195	113	31x5.25	3000	4	Wood	Steel	Fabric.	Leather	Fabric.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I, G, T.
Studebaker Dictator	Sedan	1195	113	31x5.25	3235	4	Steel	Steel	Steel	Plush	Im Lea.	Pyrox.	Spe	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	D,I,G,T.
Studebaker Com.	Sedan	1495	120	31x5.25	3570	4	Steel	Steel	Steel	Mohair	Im Lea.	Pyrox.	Spe	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	D,G,I,T.
Studebaker Pres.	Sedan	1985	131	31x6.20	4000	4	M&W	Steel	Steel	Broad°	.....	Pyrox.	1	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	D,I,S,T.
	Speedster	3495	131	32x6.20	††	4	††	††	††	††	††	††	††	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	F, G, T.
Stutz.....BB	Sedan	3570	131	32x6.20	††	4	††	††	††	††	††	††	††	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	D,F,G, T
Stutz.....BB	Sedan	4495	145	32x6.75	....	4	Wood	Fabric	Fabric.	.....	.....	.....	1	A.	Yes.	Yes.	Yes.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	D,F,G,T
	Touring	995	112	30x5.25	2670	2	M&W	Steel	Steel	Leather	Py-Fa.	Pyrox.	1	A.	Yes.	No.	Yes.	No.	Yes.	Yes.	No.	No.	No.	.....
Velie.....Std. 50	Sedan	1165	112	30x5.25	3017	4	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox.	1	A.	Yes.	No.	Yes.	No.	Yes.	No.	No.	No.	No.	D.....
Velie.....6-77	Sedan	1585	118	32x6.00	3365	4	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	Yes.	No.	D, G.....
Velie.....6-66	Metro Sedan	1195	112	30x5.25	††	2	.....	.....	.....	Mohair	.....	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	I.D.....
	Club Phaeton	.....	125	32x6.20	....	..	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	I, T.....
Velie.....8-88	Sedan	2095	125	32x6.20	3640	4	M&W	Steel	Steel	Mohair	Py-Fa.	Pyrox.	1	A.	Yes.	Yes.	Yes.	No.	Yes.	Yes.	No.	No.	No.	D, I, T.
	Touring	1850	126	32x6 00	3684	4	Wood	Steel	Fabric.	Leather	Fabric.	Pyrox.	1	A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	Yes	I.....
Willys Kni. Great 6	Sedan	1995	126	32x6.00	3975	4	Wood	Steel	Steel	Mohair	††	Pyrox.	1	A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	Yes.	D, I.....
	Touring	1295	113¼	31x6.00	2900	4	M&W	Steel	Fabric.	Leather	Fabric.	Pyrox.	1	A.	No.	Yes.	Yes.	No.	No	Yes.	No.	No.	No.	I.....
Willys Knight Spe. 6	Coach	1295	113¼	31x6.00	3010	2	Wood	Steel	Steel	Mo Vel.	††	Pyrox.	1	A.	No.	Yes.	Yes.	No.	No.	Yes	No.	No.	No.	D, I.....
	Touring	††	109½	29x5.50	††	..	.....	.....	.....	.....	.....	.....	...	A.	No.	Yes.	Yes.	No.	No.	Yes.	No.	No.	No.	.....
Willys Knight Std. 6	Sedan	1145	109½	29x5.50	††	2	M&W	Steel	Steel	Mo Vel.	††	Pyrox	1	A.	No.	Yes	Yes	No	No	Yes	No	No	No.	D, G.

ABBREVIATIONS:
††—Manufacturers did not supply information.
†—1927 Specifications.
‡—Overall length.
°—Others furnished.
A—Artillery.
A & S—Aluminum and steel.
Alum—Aluminum.
B—Wire.
Broad—Broadcloth.
C—Optional.
Cord—Corduroy.
D—Disk (wheels).
D—Door (lock).
En Py—Enamel & Pyroxylin.
F—Fedco Numbering.
Fab Lea—Fabric Leather.
G—Gearset.
I—Ignition.
M&W—Metal and Wood
Mo Ve—Mohair-Velour.
Mo Vel—Mohair-Velvet.
O—Optional. Opt—Optional.
Py-Fa—Pyroxylin Fabric.
Pyrox—Pyroxylin Finish.
RCF—Rubber Coated Fabric.
S—Steering Wheel.
T—Spare Tire.
We-Fa—Worsted Fabric.

Continental Passenger Cars

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	No. of Main Bearings	Valve Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH																																					
Alcyon	88	40	26x3½	2	65x75	2.55x2.95	30	2	No..	1	Sep...	Al..	No..	No....	Air...	Splash	Gurtner..	Grav..	Own....	M....	..	MD...	Eng...	2	C...	1 Met...	Sp..	4	TT...	Sp....	Trans.	¼El..	R....	R....	DM..	.....	W..
Amilcar	96	41	715x115	4	58x95	2.28x3.74	60	2	L...	4	Int...	Al..	CC.	Pin...	ThS..	Splash	Solex...	Grav..	SEV....	M..	12	MD...	Eng...	3	C..	1 Fab...	Sp..	4.5	Sp....	TT..	½ El..	¼ El..	R....	FR...	DM..	WS..	W..
Amilcar	95	41	27x4	4	60x95	2.36x3.74	67	2	L...	4	Int...	Al..	CC.	Pin...	ThS..	Press.	Solex...	Grav..	SEV....	M..	12	MD...	Eng...	3	C..	1 Fab...	Sp..	4.3	Sp....	TT..	½El..	¼El..	R....	FR...	DM..	WS..	W..
Aries	116	44	12x45	4	60x96	2.36x3.77	61	2	L...	4	Sep...	Iron	CC.	Pin...	ThS..	Press.	Solex...	Grav..	SEV....	M..	12	MD...	Sep...	3	C..	1 Fab...	Sp..	....	TT..	TT..	½El..	¼El..	R....	R....	DM..	WS..	D..
Aries	125	52	860x160	4	85x140	3.34x5.51	....	3	L...	4	Sep...	Al..	CC.	Pin...	ThS..	Press.	Zenith...	Vac...	SEV....	M..	12	MD...	Sep...	4	R..	1 Fab...	Bev.	....	Sp....	TT..	½El..	¼El..	R....	TF..	DM..	WS..	D..
Ballot	131	63	30x5.77	8	60x105	2.36x4	175	9	I...	8	Sep...	Al..	OH.	Bev..	Pump.	Press.	Zenith...	Vac...	Delco..	B..	12	MD...	Eng...	4	C..	2 Met...	Sp...	5	Sp....	Sp....	½El..	½El..	R....	FR...	Servo.	WS..	W..
Ballot	122	53	30x5.77	4	69.9x130	2.75x5.11	121	3	I...	4	Sep...	Al..	OH.	Bev..	Pump.	Press.	Zenith...	Vac...	Delco..	B..	12	SP....	Eng...	4	C..	2 Met...	Sp...	5	Sp....	Sp....	½El..	½El..	R....	F....	Servo.	WS..	W..
Ballot	122	53	30x5.77	4	69.9x130	2.75x5.11	121	3	I...	4	Sep...	Al..	OH.	Bev..	Pump.	Press.	Zenith...	Vac...	SEV....	M..	12	SP....	Eng...	4	C..	2 Met...	Sp...	5.4	Sp....	Sp....	½El..	½El..	R....	FR...	Servo.	WS..	W..
Barre	115	51	14x50	4	67x120	2.63x4.72	100	2	I...	4	Sep...	CI..	CC.	Chain.	ThS..	Splash	Solex...	Grav..	Nilm....	M..	6	SP....	Eng...	4	C..	2 Met...	Sp...	4.5	Sp....	Sp....	½El..	½El..	R....	TF..	DM..	WS..	D..
Barre	125	52	14x50	4	70x105	2.75x4	97	2	I...	4	Sep...	CI..	CC.	Pin...	ThS..	Press.	Solex...	Vac...	SEV....	M..	6	SP....	Eng...	4	C..	2 Met...	Sp..	4.5	Sp....	Sp....	½El..	½El..	R....	TF..	DM..	WS..	W..
Benova	96	45	27x4.40	4	59.5x85	2.33x3.34	57	2	L...	4	Sep...	CI..	CC.	Pin...	ThS..	Press.	Solex...	Grav..	RB.....	M..	6	SP....	Eng...	3	C..	1 Fab...	Wo.	5.4	Sp....	TT..	½El..	¼El..	R....	FR...	DM..	WS..	W..
Benova	106	48	27x4.75	4	59x100	2.32x3.93	61	2	I...	4	Sep...	CI..	CC.	Pin...	ThS..	Press.	Solex...	Grav..	RB.....	M..	6	SP....	Eng...	4	C..	1 Fab...	Wo.	5.2	Sp....	TT..	½El..	¼El..	R....	FR...	DM..	WS..	W..
Benova	122	48	28x5.25	8	54x82	2.12x3.22	91	3	L...	8	Int...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Grav.	Duc.....	M..	12	SP....	Eng...	4	C..	1 Fab...	Wo.	5.26	Sp....	TT..	½El..	¼El..	R....	FR...	DM..	WS..	W..
Berliet	110	51	13x45	4	65x112	2.55x4.40	90	2	L...	4	Int...	Al..	CC.	Pin...	ThS..	Press.	Zenith...	Vac...	SEV....	B..	12	SP....	Eng...	4	C..	1 Met...	Sp...	5.3	TT..	TT..	½El..	½El..	R....	FR...	DM..	WW..	D..
Berliet	110	51	13x45	6	62x100	2.44x3.93	109	4	L...	6	Sep...	Al..	CC.	Chain.	Pump.	Press.	Zenith...	Vac...	N. East..	B..	12	SP....	Eng...	4	C..	1 Met...	Sp...	5.3	TT..	TT..	½El..	½El..	R....	FR...	DM..	WW..	D..
Berliet	124	51	14x45	6	65x100	2.55x3.93	122	4	L...	6	Sep...	Al..	CC.	Chain.	Pump	Press.	Berliet..	Vac...	N. East..	B..	12	SP....	Eng...	6	C..	1 Met...	Sp...	5.3	TT..	TT..	½El..	½El..	R....	FR...	DM..	WS..	A..
Bignan	120	51	30x5.57	4	75x112	2.95x4.36	122	3	I...	4	Sep...	Al..	OH.	Pin...	Pump.	Press.	Solex...	Vac...	Contin..	B..	12	SP....	Eng...	4	C..	1 Met...	Sp...	5	TT..	Sp....	½El..	½El..	R....	TF..	Servo.	WS..	W..
Bignan	120	51	30x5.57	8	65x95	2.55x3.74	153	9	I...	8	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	SEV....	M..	12	SP....	Eng...	4	C..	1 Met...	Sp...	5	TT..	Sp....	½El..	½El..	R....	TF..	Servo.	WS..	W..
B. N. C.	92	45	27x4	4	61x94	2.40x3.70	61	2	I...	4	Sep...	Al..	CC.	Pin...	Pump.	Press.	Cozet...	Grav.	RB.....	M..	12	CO....	Eng...	4	C..	1 Fab...	Sp...	3.9	Sp....	TT..	½El..	Cant.	R....	FR...	DM..	WS..	W..
B. N. C.	92	45	27x4	4	59x100	2.32x3.93	61	2	I...	4	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Grav.	RB.....	M..	12	MD...	Eng...	4	C..	1 Fab...	Sp...	3.9	Sp....	TT..	½El..	Cant.	R....	FR...	DM..	WS..	W..
Brasier	106	48	715x115	4	58x90	2.28x3.54	58	2	I...	4	Sep...	Al..	CC.	Pin...	ThS..	Press.	Zenith...	Grav.	SEV....	M..	12	SP....	Eng...	3	C..	2 Met...	Sp....	....	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS..	D..
Brasier	114	51	730x130	4	68x100	2.67x3.93	88	3	I...	4	Sep...	Al..	CC.	Pin...	ThS..	Press.	Zenith...	Grav.	SEV....	M..	12	SP....	Eng...	4	C..	2 Fab...	Sp....	....	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS..	D..
Brasier	126	53	.....	4	74x120	2.91x4.72	125	5	I...	4	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	Delco..	B..	12	SP....	Eng...	4	C..	2 Fab...	Sp....	....	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS..	W..
BUC	132	56	3.26x20	6	72x100	2.83x3.93	146	7	L...	6	Sep...	Al..	CC.	Pin...	Steam.	Press.	Solex...	Vac...	Bleriot..	M..	12	SP....	.....	..	No..	2 Met...	FD....	.....	.....	.....	None..	None..	R....	FR...	Servo.	Dupl..	....
Buchet	104	45	12x45	4	60x100	2.30x3.93	61	2	L...	4	Sep...	Al..	CC.	Chain.	ThS..	Splash	Zenith...	Grav..	Saga....	M..	12	CO....	Eng...	3	C..	2 Met...	Sp...	4.8	Sp....	Sp....	½El..	½El..	T....	F....	DM..	WW..	W..
Buchet	114	49	13x45	4	67x110	2.63x4.33	94	2	L...	4	Sep...	CI..	CC.	Chain.	ThS..	Splash	Solex...	Vac...	Saga....	M..	12	CO....	Eng...	4	C..	2 Met...	Sp...	4.5	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WW..	W..
Buchet	118	52	14x50	6	64x90	2.51x3.54	104	3	L...	6	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	R.B....	M..	12	MD...	Eng...	4	C..	2 Fab...	Sp..	5.3	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WW..	W..
Bugatti	106	47	.....	4	69x100	2.71x3.93	91	..	I...	4	Sep...	Al..	OH.	Pin...	Pump.	Press.	Solex...	Vac...	Bosch...	M..	12	MD...	Sep...	4	R..	1 Fab...	Sp..	4.6	TT..	Sp....	½El..	¼El..	R....	FR...	DM..	WS..	W..
Bugatti	123	49	.....	8	60x88	2.36x3.46	122	3b	I...	8	Sep...	Al..	OH.	Pin...	Pump.	Press.	Solex...	Vac...	Bosch...	M..	12	MD...	Sep...	4	R..	1 Fab...	Sp..	4.6	TT..	Sp....	½El..	¼El..	R....	FR...	DM..	WS..	W..
Bugatti	94	47	.....	8	60x88	2.36x3.46	122	5b	I...	8	Sep...	Al..	OH.	Pin...	Pump.	Press.	Solex...	Vac...	Bosch...	M..	12	MD...	Sep...	4	R..	1 Fab...	Sp..	3.5	TT..	Sp....	½El..	¼El..	R....	FR...	DM..	WS..	W..
Bugatti	117	49	.....	8	60x100	2.36x3.93	140	5b	I...	8	Sep...	Al..	OH.	Pin...	Pump.	Press.	Solex...	Vac...	Bosch...	M..	12	MD...	Sep.	4	R..	1 Fab...	Sp..	4.1	TT..	Sp....	½....	¼El..	R....	FR...	DM..	WS..	W..
Buire, La	119	53	14x50	4	70x120	2.75x4.72	112	3	L...	4	Sep...	CI..	CC.	Chain.	ThS..	Press.	Zenith...	Vac...	SEV....	M..	12	MD...	Eng...	4	C..	1 Met...	Sp..	4.7	Sp....	TT..	½El..	½El..	R....	FR...	DM..	WW..	W..
Buire, La	141	58	855x155	4	75x150	2.95x5.90	161	3	L...	4	Sep...	CI..	CC.	Chain.	Pump.	Press.	Zenith...	Vac...	SEV....	M..	12	CO....	Eng...	4	R..	2 Met...	Sp...	7	Sp....	Sp....	½El..	½El..	T....	FR...	DM..	WW..	D..
Charron	104	44	715x115	4	59x100	2.32x3.93	66	2	L...	4	Sep...	Al..	CC.	Chain.	ThS..	Press.	Zenith...	Grav.	R.B....	M..	12	SP....	Eng...	4	C..	1 Met...	Sp...	5	Sp....	TT..	½El..	½El..	FR...	FR...	DM..	WS..	D..
Charron	115	49	730x130	4	66x110	2.59x4.33	91	2	I...	4	Int...	Al..	CC.	Chain.	ThS..	Press.	Zenith...	Grav.	R.B....	M..	12	SP....	Eng...	4	C..	1 Met...	Sp...	4.5	Sp....	TT..	½El..	½El..	FR...	FR...	DM..	SN..	W..
Chenard Walcker	104	47	12x45	4	69x86	2.71x3.38	78	2	L...	4	Sep...	Al..	CC.	Pin...	ThS..	Press.	Solex...	Grav.	SEV....	M..	12	SP....	Eng...	4	C..	2 Fab...	Sp...	5.1	Sp....	Sp....	½El..	½El..	FR...	FR...	DM..	WS..	D..
Chenard Walcker	122	52	14x45	4	69.5x115	2.72x4.52	106	2	L...	4	Sep...	Al..	CC.	Pin...	ThS..	Press.	Solex...	Grav.	SEV....	M..	12	SP....	Eng...	4	C..	2 Fab...	Sp...	5.3	Sp....	TT..	½El..	½El..	FR...	FR...	DM..	SN..	D..
Citroen	113	48	13x45	4	70x100	2.75x3.93	93	2	L...	4	Sep...	Al..	CC.	Chain.	ThS..	Press.	Solex...	Grav.	R.B....	M..	6	SP....	Eng...	3	C..	2 Fab...	Sp...	4.9	Sp....	Sp....	½El..	½El..	R....	FR...	Servo.	WS..	D..
Classic	106	54	775x145	4	72x120	2.83x4.72	118	2	L...	4	Sep...	Al..	CC.	Chain.	ThS..	Press.	Zenith...	Grav.	R.B....	M..	12	CO....	Sep...	4	C..	2 Met...	Sp...	5	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS..	D..
Claveau	122	55	730x130	4	70x96	2.75x3.77	90	2	L...	2	Sep...	Al..	CC.	Pin...	Air...	Press.	Solex...	Vac...	Delco..	B..	12	SP....	Eng...	3	C..	2 Met...	Wo.	4	Sp....	Sp....	Coil..	Coil..	R....	FR...	DM..	.....	D..
C. M.	78	43	650x65	1	72x85	2.83x3.34	21	1	No..	1	Sep...	CI..	No..	None..	Air...	Splash	Longu...	Grav.	Saga....	M..	6	SP....	Eng...	3	C..	None....	....	5.5	RR....	.....	½El..	½El..	R....	DM..	.....	.....	D..
Cottin Desgouttes	120	53	28x5.77	6	63x90	2.49x3.54	102	4	L...	6	Int...	CI..	CC.	Pin...	ThS..	Press.	Zenith...	Grav.	N. East..	B..	12	SP....	Eng...	4	C..	1 Rub...	Sp...	5.9	TT..	TT..	Trans.	Trans.	R....	FR...	DM..	.....	W..
Cottin Desgouttes	140	59	33x6	4	83x138	3.26x5.42	182	5	I...	4	Int...	Al..	CC.	Chain.	Pump.	Press.	Zenith...	Vac...	SEV....	M.	24	SP....	Eng...	4	C..	1 Rub...	Sp...	4.75	TT..	TT..	Trans.	Trans.	R....	FR...	Servo.	SN..	W..
Cottin Desgouttes	177	67	955x155	4	100x160	3.93x6.29	305	3	L...	4	Sep...	CI..	CC.	Chain.	Pump.	Press.	Zenith...	Vac...	SEV....	M	12	DM....	Eng...	4	C..	1 Met...	Sp...	6.1	TT..	TT..	½El..	½El..	R....	FTR..	Servo.	SN..	D..
De Dion Bouton	126	52	775x145	4	70x120	2.75x4.72	109	2	I...	4	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	Vict....	M.	12	SP....	Eng...	4	R..	1 Met...	Bev.	4.9	Sp....	TT..	½El..	Cant.	FR...	FR...	DM..	WS..	D..
Delage	116	56	775x145	4	75x120	2.95x4.72	129	3	I...	4	Sep...	Al..	CC.	Chain.	Pump.	Press.	Smith...	Vac...	R.B....	M.	12	SP....	Eng...	4	C..	1 Met...	Sp...	4.4	TT..	TT..	½El..	½El..	R....	FR...	Servo.	SN..	W..
Delage	127	52	775x145	6	70x109	2.75x4.28	153	7	L...	6	Sep...	Al..	CC.	Chain.	Pump.	Press.	Smith...	Vac...	N. East..	B..	12	SP....	Eng...	4	C..	1 Met...	Sp....	....	TT..	TT..	½El..	½El..	R....	FR...	Servo.	SN..	W..
Delage	138	56	860x160	6	75x120	2.95x4.72	193	7	I...	6	Sep...	Al..	CC.	Chain.	Pump.	Press.	Smith...	Vac...	Scint....	M.	12	SP....	Eng...	4	C..	1 Met...	Sp...	4.1	TT..	TT..	½El..	½El..	R....	FR...	Servo.	SN..	W..
Delage	151	58	895x135	6	95x140	3.74x5.51	363	7	I...	6	Sep...	Al..	OH.	Chain.	Pump.	Press.	Smith...	Vac...	Scint....	M.	12	SP....	Eng...	4	C..	1 Met...	Sp...	3.8	TT..	TT..	½El..	½El..	R....	FR...	Servo.	SN..	W..
Delahaye	122	52	14x45	4	72x110	2.83x4.33	109	3	I...	4	Int...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Grav.	R.B....	M.	12	SP....	Eng...	4	C..	2 Met...	Sp...	4.8	TT..	TT..	½El..	½El..	FR...	FR...	DM..	SN..	D..
Delahaye	130	56	860x160	4	80x125	3.14x4.91	153	3	I...	4	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	R.B....	M.	12	SP....	Eng...	4	C..	2 Met...	Sp...	5.2	Sp....	Sp....	½El..	½El..	FR...	FR...	DM..	SN..	W..
Delahaye	130	56	33x6	6	74.5x110	2.92x4.33	175	4	I...	6	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	Duc.....	M.	12	SP....	Eng...	4	C..	2 Met...	Sp...	5.2	Sp....	Sp....	½El..	½El..	FR...	FR...	DM..	SN..	W..
Delahaye	122	56	30x5.77	4	82.5x125	3.23x4.91	163	3	I...	4	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	Duc.....	M.	12	SP....	Eng...	4	C..	2 Met...	Sp...	4.8	Sp....	Sp....	½El..	½El..	FR...	FR...	DM..	SN..	W..
Delaunay Belleville	122	55	775x145	4	75x120	2.95x4.72	129	3	I...	4	Sep...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	Duc.....	M.	12	SP....	Eng...	4	C..	2 Fab...	Sp...	4.7	Sp....	Sp....	½El..	½El..	F....	FT..	DM..	SN..	W..
Delaunay Belleville	128	56	860x160	4	80x130	3.14x5.11	160	3	I...	4	Sep...	Al..	OH.	Pin...	Pump.	Press.	Solex...	Vac...	Duc.....	M.	12	MD...	Eng...	4	C..	2 Fab...	Sp...	4.6	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	SN..	W..
Delaunay Belleville	142	55	860x160	6	75x120	2.95x4.72	194	7	I...	6	Sep...	Al..	CC.	Pin...	Pump.	Press.	Claud...	Vac...	Duc.....	M.	12	SP....	Eng...	4	C..	2 Fab...	Sp...	4.8	Sp....	Sp....	½El..	½El..	R....	FT..	Servo.	SN..	W..
Derby	94	44	27x4	4	59x100	2.32x3.93	67	2	I...	4	Sep...	Al..	CC.	Pin...	ThS..	Press.	Solex...	Grav.	R.B....	M.	12	SP....	Eng...	4	C..	1 Fab...	Bev.	4	Sp....	TT..	½El..	¼El..	R....	FR...	DM..	WS..	W..
Derby	104	47	27x4.40	6	58x82	2.28x3.22	79	4	L...	6	Int...	Al..	CC.	Pin...	ThS..	Press.	Solex...	Grav.	R.B....	M.	12	SP....	Eng...	4	C..	1 Fab...	Sp..	4.3	Sp....	TT..	½El..	½El..	R....	FR...	DM..	WS..	W..
Donnet	103	48	720x120	4	62x91	2.44x3.59	61	2	L...	4	Int...	Al..	CC.	Pin...	ThS..	Press.	Solex...	Grav.	SEV....	M.	12	SP....	Eng...	4	C..	2 Fab...	Sp....	....	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS..	D..
Donnet	103	48	12x45	6	63x69.5	2.48x2.74	79	4	L...	6	Int...	Al..	CC.	Pin...	ThS..	Press.	Solex...	Grav.	Delco..	B..	12	SP....	Eng...	4	C..	2 Fab...	Sp....	....	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS..	D..
Donnet	126	54	775x145	6	70x110	2.75x4.33	154	7	L...	6	Int...	Al..	CC.	Pin...	Pump.	Press.	Solex...	Vac...	Delco..	B..	12	SP....	Eng...	4	C..	2 Fab...	Sp....	....	Sp....	Sp....	½El..	½El..	R....	FR...	DM..	WS..	W..
Farman	148	59	34x7.30	6	100x150	3.93x5.90	430	3	I...	6	Sep...	CI..	OH.	Pin...	Pump.	Press.	Zenith...	Vac...	Duc.....	B..	12	MD...	Eng...	4	C..	1 Met...	Sp...	3.4	TT..	TT..	Trans.	Trans.	R....	FR...	Servo.	.....	....
Fasto	118	51	730x130	4	70x105	2.75x4.01	97	3	I...	4	Sep...	Al..	CC.	Chain.	ThS..	Press.	Solex...	Vac...	Duc.....	M.	12	SP....	Eng...	4	C..	1 Met...	Sp...	4.4	TT..	TT..	½El..	½El..	R....	FR...	Servo.	WS..	A..

Genestin	104	50	12x45	4	61x94	2.40x3.70	61	2	I	4	Int	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	6	CO	Eng	4	C	2 Fab	Sp	5	Sp	Sp	½El	½El	R	FR	Servo	SN	W
Genestin	108	49	12x45	4	59x100	2.32x3.93	61	2	I	4	Int	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	6	CO	Eng	4	C	2 Fab	Sp	5	Sp	Sp	½El	½El	T	FR	Servo	SN	D
Genestin	128	49	14x50	6	63x90	2.48x3.54	103	4	L	6	Int	Al	CC	Pin	ThS	Press	Solex	Vac	Duc	M	12	SP	Eng	4	C	2 Fab	Sp	4.8	Sp	Sp	½El	½El	R	FR	Servo	SN	W
G. M.	110	49	28x4.95	4	64x93.5	2.51x3.67	73	2	I	4	Int	Al	CC	Pin	ThS	Press	Solex	Vac	Duc	M	6	CO	Eng	4	C	2 Met	Sp	5.5	Sp	Sp	½El	½El	R	FR	DM	SN	D
G. M.	118	49	28x4.95	6	58x82	2.28x3.22	79	4	L	6	Int	Al	CC	Pin	ThS	Press	Solex	Vac	Delco	B	6	SP	Eng	4	C	2 Met	Sp	5.5	Sp	Sp	½El	½El	R	FR	DM	SN	D
Harris Leon Laisne	118	47	730x130	4	63x94	2.48x3.70	73	2	I	4	Sep	Al	OH	Pin	ThS	Press	Solex	Grav	R.B.	M	12	CO	Eng	4	C	1 Fab	Bev	5	Le	Le	Coil	Coil	T	FR	DM	Dupl	W
Harris Leon Laisne	118	51	28x4.95	6	56x82	2.20x3.22	73	5	L	6	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	12	MD	Eng	4	C	1 Fab	Bev	5	Le	Le	Coil	Coil	T	FR	DM	Dupl	W
Harris Leon Laisne	126	51	30x5.25	8	63x80	2.48x3.14	122	3	I	4	Int	Al	OH	Pin	ThS	Press	Solex	Grav	R.B.	M	12	MD	Eng	3	C	1 Fab	Bev	5	Le	Le	Coil	Coil	T	FR	DM	Dupl	W
Hispano-Suiza	145	57	33x5	6	100x140	3.93x5.51	402	7	I	6	Sep	Al	OH	Pin	Pump	Press	Solex	Vac	Delco	B	12	SP	Eng	3	R	1 Met	Sp	3.33	TT	TT	½El	½El	R	FR	Servo	SN	W
Hispano-Suiza	145	57	33x5	6	110x140	4.33x5.51	486	7	I	6	Sep	Al	OH	Pin	Pump	Press	Solex	Vac	Delco	B	12	SP	Eng	3	R	1 Met	Sp	3.17	TT	TT	½El	½El	R	FR	Servo	SN	W
Hotchkiss	121	53	30x5.77	4	80x120	3.14x4.72	147	3	I	4	Int	Al	CC	Pin	ThS	Press	Solex	Vac	SEV	M	12	SP	Eng	4	C	1 Met	Sp	4.7	TT	TT	½El	½El	R	FR	DM	WS	W
Hurtu	108	49	13x45	4	62x110	2.44x4.33	81	2	L	4	Sep	Al	CC	Chain	ThS	Press	Solex	Grav	SEV	M	12	SP	Eng	4	R	2 Met	Bev	4	Sp	Sp	½El	½El	R	FR	DM	WS	D
Hurtu	121	53	14x53	4	70x130	2.75x5.11	122	3	I	4	Sep	Al	CC	Chain	ThS	Press	Solex	Grav	SEV	M	12	SP	Eng	4	R	1 Met	Bev	4	Sp	TT	½El	Cant	FR	FR	DM	WS	W
Induco	108	47	730x130	4	59x100	2.32x3.93	66	2	I	4	Sep	CI	CC	Pin	ThS	Press	Zenith	Grav	R.B.	M	6	CO	Eng	4	C	2 Fab	Bev	4.9	Sp	Sp	½El	½El	T	FR	DM	WW	D
Induco	122	50	775x145	4	68x103	2.67x4.01	91	2	I	4	Sep	CI	CC	Pin	ThS	Press	Zenith	Grav	R.B.	M	12	CO	Eng	4	C	2 Fab	Bev	4.5	Sp	Sp	½El	½El	T	FR	DM	WW	D
Irat, Georges	126	51	30x5.77	4	69.8x130	2.74x5.11	122	3	I	4	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Delco	B	12	MD	Eng	4	C	2 Met	Sp	4.6	Sp	Sp	½El	½El	R	FR	Servo	WW	W
Irat, Georges	135	55	32x6.20	6	69.8x130	2.74x5.11	181	7	I	6	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Delco	B	12	MD	Eng	4	C	2 Fab	Sp	....	Sp	Sp	½El	½El	R	FR	Servo	WW	W
Lafitte	90	40	715x115	3	69x80	2.71x3.14	55	2	L	1	Sep	Al	CC	Pin	Air	Press	Zenith	Grav	Ducel	B	6	......	None	4	R	1 Fab	Bev	7	Sp	Sp	Coil	¼El	R	T	DM	Bev	D
Licorne	96	49	11x45	4	60x80	2.36x3.14	55	2	L	4	Int	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	12	SP	Eng	3	C	1 Fab	Sp	6.6	Sp	TT	½El	¼El	FR	FR	DM	WS	D
Licorne	106	51	12x45	4	65x105	2.55x4.13	85	2	L	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	6	CO	Sep	3	R	2 Met	Sp	4.7	Sp	Sp	½El	½El	R	FR	DM	WS	D
Licorne	117	51	13x45	4	70x105	2.75x4.13	97	2	L	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	6	CO	Sep	4	C	2 Met	Sp	4.7	Sp	Sp	½El	½El	R	FR	DM	WS	D
Licorne	117	51	14x50	4	67x120	2.63x4.72	103	2	L	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	SEV	M	12	CO	Sep	4	C	2 Met	Sp	5.2	Sp	Sp	½El	½El	R	FR	DM	WS	D
Lombard	94	51	27x4.40	4	61.5x92	2.41x3.62	66	3	I	4	Sep	Al	OH	Pin	ThS	Press	Solex	Grav	Duc	B	12	SP	Eng	4	C	1 Fab	Sp	4	Sp	TT	½El	½El	R	FR	DM	WS	W
Lorraine Dietrich	116	55	860x160	4	75x130	2.95x5.11	140	3	I	4	Sep	Al	CC	Chain	Pump	Press	Zenith	Grav	Delco	B	12	SP	Eng	3	C	1 Met	Sp	4.9	TT	TT	½El	Cant	R	FR	DM	SN	W
Lorraine Dietrich	123	55	33x6.75	6	75x130	2.95x5.11	210	3	I	6	Sep	Al	CC	Pin	Pump	Press	Zenith	Vac	Delco	B	12	SP	Eng	4	C	1 Met	Sp	4	TT	TT	½El	Cant	R	FR	Servo	SN	W
Mathis	104	46	12x45	4	60x105	2.36x4.13	73	2	L	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	6	SP	Eng	4	C	2 Fab	Sp	5.1	Sp	Sp	½El	½El	R	FR	DM	SN	D
Mathis	115	49	13x45	4	70x105	2.75x4.13	97	2	L	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	6	SP	Eng	4	C	2 Fab	Sp	4.4	Sp	Sp	½El	½El	R	FR	DM	SN	D
Mathis	112	47	13x45	6	62x100	2.44x3.93	112	3	L	6	Int	Al	CC	Chain	ThS	Press	Solex	Vac	......	B	6	SP	Eng	4	C	2 Fab	Hyp	5.1	Sp	Sp	½El	½El	R	FR	DM	SN	D
Messier	133	56	33x6	8	82.5x114	3.25x4.50	298	5	L	8	Int	Al	CC	Chain	Pump	Press	Solex	Vac	Delco	B	6	SP	Eng	4	C	Met	Bev	4	......	......	Pne	Pne	T	FR	Servo	SN	W
Messier	124	54	30x5	8	73x120.6	2.87x5.12	246	5	L	8	Int	Al	CC	Chain	Pump	Press	Solex	Vac	Delco	B	6	SP	Eng	4	C	Met	Bev	4	......	......	Pne	Pne	T	FR	Servo	SN	W
Morris Leon Bollee	123	56	30x5.77	4	80x120	3.14x4.72	147	3	I	4	Int	Al	CC	Pin	ThS	Press	Solex	Vac	R.B.	M	12	SP	Eng	4	C	1 Met	Sp	4.58	TT	TT	½El	½El	R	FR	DM	WS	W
Morris Leon Bollee	141	56	33x6.75	8	70x100	2.75x3.93	187	10	I	8	Int	Al	OH	Pin	Pump	Press	....	Vac	Delco	B	12	MD	Eng	4	C	1 Fab	Sp	5.1	TT	TT	½El	½El	R	FR	DM	WS	W
Motobloc	118	51	775x145	4	68x100	2.67x3.93	88	2	I	4	Sep	CI	OH	Pin	Pump	Press	Zenith	Grav	SEV	M	12	SP	Eng	3	C	1 Met	Sp	5	TT	TT	½El	Cant	R	FR	DM	SN	D
Motobloc	106	47	28x5.25	4	68x100	2.67x3.93	88	2	I	4	Sep	CI	OH	Pin	Pump	Press	Zenith	Grav	SEV	M	12	SP	Eng	3	C	1 Met	Sp	5	TT	TT	½El	Cant	R	FR	DM	SN	D
Motobloc	118	51	30x5.77	4	70x110	2.75x4.33	103	4	I	4	Sep	CI	CC	Chain	Pump	Press	Zenith	Vac	SEV	M	12	MD	Eng	3	C	1 Met	Sp	5	TT	TT	½El	Cant	R	FR	DM	SN	D
Motobloc	129	55	33x6	4	80x148	3.14x5.81	118	4	I	4	Sep	CI	CC	Chain	Pump	Press	Zenith	Vac	SEV	M	12	MD	Eng	4	C	1 Met	Sp	....	Sp	Sp	½El	½El	R	T	DM	WS	D
Panhard Levassor	128	54	16x50	4	67x105	2.63x4.1	90	2	Sl	4	Sep	Al	CC	Chain	ThS	Splash	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	7	TT	TT	½El	½El	FR	FR	DM	SN	W
Panhard Levassor	128	53	14x50	6	67x86.5	2.63x3.39	111	4	Sl	6	Sep	Al	CC	Chain	ThS	Press	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	5.2	TT	TT	½El	¼El	R	FR	DM	SN	A
Panhard Levassor	125	56	15x50	4	75x130	2.95x5.11	140	3	Sl	4	Sep	Al	CC	Chain	Pump	Splash	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	4.9	TT	TT	½Fl	½El	R	FR	DM	SN	A
Panhard Levassor	132	58	17x50	4	85x140	3.34x5.51	193	3	Sl	4	Sep	Al	CC	Chain	Pump	Splash	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	4.3	TT	TT	½El	½El	R	FR	DM	SN	A
Panhard Levassor	139	58	17x50	6	75x130	2.95x5.11	209	4	Sl	6	Sep	Al	CC	Chain	Pump	Press	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	4.5	TT	TT	½El	½El	R	FR	DM	SN	A
Panhard Levassor	138	58	17x50	4	105x140	4.01x5.51	295	5	Sl	4	Sep	Al	CC	Chain	Pump	Splash	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	3.8	TT	TT	½El	½El	R	FR	DM	SN	A
Panhard Levassor	132	58	17x50	4	110x140	4.33x5.51	323	5	Sl	4	Sep	Al	CC	Chain	Pump	Splash	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	3.35	TT	TT	½El	½El	R	FR	DM	SN	A
Panhard Levassor	150	58	17x50	8	85x140	3.34x5.51	383	9	Sl	8	Sep	Al	CC	Chain	Pump	Splash	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	3.8	TT	TT	½El	½El	R	FR	DM	SN	A
Panhard Levassor	106	53	14x50	4	67x105	2.63x4.1	90	2	Sl	4	Sep	Al	CC	Chain	ThS	Splash	Own	Press	SEV	M	12	SP	Eng	4	C	1 Met	Sp	5.2	TT	TT	½El	½El	R	FR	DM	SN	A
Peugeot	89	41	715x115	4	51x85	2x3.34	42	2	L	4	Int	Al	CC	Chain	ThS	Press	Solex	Grav	R.B.	M	6	SP	Eng	3	C	1 Fab	Wo	6.7	TT	TT	Trans	¼El	R	R	DM	Bev	W
Peugeot	106	47	13x45	4	65x105	2.55x4.12	85	2	L	4	Sep	Al	CC	Chain	ThS	Splash	Solex	Grav	R.B.	M	6	MD	Eng	4	C	1 Met	Wo	4.2	Sp	TT	½El	Cant	FR	FR	DM	SN	W
Peugeot	117	52	14x45	6	65x100	2.55x3.93	121	3	L	6	Int	Al	CC	Chain	ThS	Press	Solex	Vac	Duc	M	12	SP	Eng	3	C	1 Met	Sp	5.8	Sp	TT	½El	½El	FR	FR	DM	SN	W
Peugeot	141	56	33x6	6	80x125	3.14x4.92	229	7	Sl	6	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	4.5	TT	TT	½El	½El	R	FR	DM	SN	W
Rally	98	49	27x4	4	59x100	2.32x3.93	61	2	I	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Grav	R.B.	M	2	CO	Eng	4	C	2 Fab	Sp	4.5	Sp	Sp	½El	½El	FR	FR	DM	WS	W
Rally	106	44	27x4	4	62x91	2.44x3.58	61	2	I	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	Saga	M	6	SP	Eng	4	C	2 Fab	Sp	4	Sp	Sp	½El	½El	FR	FR	DM	WS	W
Rally	110	49	730x120	4	64x93.5	2.51x3.66	73	2	I	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	R.B.	M	6	CO	Eng	4	C	2 Fab	Sp	4.4	Sp	Sp	½El	½El	T	FR	DM	WS	W
Renault	104	51	12x45	4	58x90	2.28x3.54	58	2	L	4	Int	Al	CC	Pin	ThS	Press	Own	Grav	SEV	M	12	SP	Sep	3	C	1 Met	Sp	6.5	TT	TT	½El	Trans	R	FR	DM	WW	D
Renault	104	51	12x45	6	58x93	2.28x3.66	89	4	L	6	Int	Al	CC	Pin	ThS	Press	Own	Grav	Delco	B	12	SP	Sep	3	C	1 Met	Sp	5.66	TT	TT	½El	Trans	R	FR	DM	WS	D
Renault	128	57	14x50	6	75x120	2.95x4.72	194	4	L	6	Int	Al	CC	Chain	ThS	Press	Own	Vac	Delco	B	12	SP	Sep	3	C	1 Met	Sp	4.77	TT	TT	½El	Tr.Can	R	FR	Servo	WS	D
Renault	152	55	33x5	6	110x160	4.33x6.29	556	7	L	3	Sep	Al	CC	Chain	ThS	Press	Own	Vac	SEV	M	12	SP	Sep	3	R	1 Met	Sp	3.27	TT	TT	½El	Tr Can	R	FR	Servo	WS	A
Rochet-Schneider	132	55	860x160	4	80x130	3.14x5.11	159	3	I	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	SEV	M	12	SP	Eng	4	C	1 Met	Sp	5.07	Sp	TT	½El	½El	R	FR	DM	SN	A
Rochet-Schneider	142	57	33x6.75	6	80x125	3.14x4.91	229	4	I	6	Sep	Al	CC	Pin	Pump	Press	Zenith	Vac	SEV	MB	12	SP	Eng	4	C	1 Met	Sp	5.4	Sp	TT	½El	½El	R	FR	DM	SN	A
Rolland Pilain	119	53	14x45	4	67.3x105	2.64x4.13	91	3	I	4	Sep	Al	CC	Chain	Pump	Press	Solex	Vac	Duc	M	12	MD	Eng	4	C	1 Met	Sp	5.09	Sp	TT	½El	½El	R	FR	DM	WS	D
Rolland Pilain	126	56	15x50	6	67.3x102	2.64x4.01	132	7	I	6	Sep	Al	CC	Chain	Pump	Press	Solex	Vac	Duc	M	12	MD	Eng	4	C	1 Met	Sp	5.2	Sp	TT	½El	½El	R	FR	DM	WS	D
Salmson	98	44	720x120	4	62x90	2.44x3.54	60	2	I	4	Sep	Al	OH	Pin	ThS	Press	Solex	Vac	Own	M	12	SP	Eng	3	C	1 Met	Bev	5	TT	TT	½El	¼El	R	FR	DM	WW	W
Salmson	98	44	720x120	4	62x90	2.44x3.54	60	2	I	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Grav	Own	M	12	SP	Eng	3	C	1 Met	Bev	5	TT	TT	½El	¼El	R	FR	DM	WW	W
Salmson	112	47	730x130	4	65x90	2.55x3.54	72	2	I	4	Sep	Al	OH	Pin	ThS	Press	Cozette	Grav	Own	M	12	SP	Eng	4	C	1 Met	Bev	5.5	TT	TT	½El	½El	R	FR	DM	WW	W
Sanford 3 Wheel	98	53	27x4	4	60x97	2.36x3.81	65	2	I	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	Saga	M	6	MD	Sep	3	C	None	Ch	3.5	R.R.	......	Coil	¼El	F	R	DM	Bev	W
Sara	98	45	715x115	4	62x91	2.44x3.58	67	2	I	1	Sep	Al	CC	Pin	Air	Press	Cozette	Grav	R.B.	M	6	CO	Eng	4	C	1 Met	Sp	4	R.R.	Sp	Trans	¼El	R	FR	DM	WW	W
Sara	104	46	715x115	4	62x97	2.44x3.58	67	2	I	1	Sep	Al	CC	Pin	Air	Press	Cozette	Grav	R.B.	M	6	CO	Eng	4	C	1 Met	Sp	4	Sp	Sp	Trans	¼El	FR	R	DM	WW	W
Sara	118	50	775x145	6	66x88	2.59x3.46	110	3	I	1	Sep	Al	CC	Pin	Air	Press	Cozette	Grav	R.B.	M	12	CO	Eng	4	C	1 Met	Sp	4.5	Sp	Sp	½El	¼El	FR	FR	DM	WW	W
Senechal	100	47	730x130	4	69x100	2.71x3.93	91	2	I	4	Sep	Al	CC	Pin	Pump	Press	Solex	Grav	N. East	B	12	MD	Eng	4	C	1 Fab	Bev	4.09	Sp	Sp	½El	½El	FR	FR	DM	Disk	W
Scap	96	45	27x4.40	4	58x94	2.28x3.70	60	2	L	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	Duc	M	8	Sp	Eng	4	C	1 Fab	Bev	5	Sp	Sp	½El	¼El	FR	FR	DM	WS	W
Scap	112	47	27x4.40	4	61x94	2.40x3.70	67	2	I	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	Duc	M	12	CO	Eng	3	C	1 Fab	Bev	5	Sp	Sp	½El	½El	T	FR	DM	WS	W
Scap	137	55	....	8	63x80	2.48x3.14	122	4	I	8	Sep	Al	CC	Pin	Pump	Press	Solex	Vac	Duc	M	12	SP	Eng	3	C	1 Met	Sp	4.5	Sp	TT	½El	½El	T	FR	Servo	WS	W
Sigma	102	49	27x4.40	4	59x100	2.32x3.93	66	2	I	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Grav	SEV	M	6	CO	Eng	4	C	1 Fab	Sp	5.09	Sp	Sp	½El	½El	R	F	DM	SN	D
Sigma	120	45	27x4.40	4	68x103	2.67x4.05	91	3	I	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	SEV	M	12	CO	Eng	4	C	1 Met	Sp	4.6	Sp	Sp	½El	½El	R	F	DM	SN	D

ABBREVIATIONS:

A—Artillery.
Al—Aluminum.
Auto L—Auto Lite
B—Battery.
Bev—Bevel Gear.
Blow—Blower
C—Center.
Cab—Cable
Cant—Cantilever.
CC—Crankcase.
Ch—Chain.
CI—Cast Iron
Co—Cone.
D—Disk.
Dew—Dewandre.
DM—Direct Mechanical.
Duc—Ducellier.
Dupl—Duplex.
Eise—Eiseman
El—Elliptic.
Eng—Unit with Engine.
Ex—Expanding Shoe
F—"F" Head (Valves).
F—Front Wheels (Brakes).
Fab—Fabric.
FD—Front Drive.
FR—Front and Rear.
FT—Front and Transmission.
Gau—Gaumont.
Grav—Gravity.
HS—Hollow Spoke.
Heli—Helical Gear.
Hyd—Hydraulic.
Hyp—Hypoid.
I—Valves in Head.
Int—Integral.
L—"L" Head.
Le—Lever.
M—Magneto.
Mag—Magnesium.
Mar—Marelli.
MB—Magneto and Battery.
MD—Multiple Disk.
Met—Metal.
N. East—North East.
No—None.
OH—Overhead.
Pin—Pinion.
Pl—Planetary.
Pne—Pneumatic.
Press—Pressure.
Pr Sh—Splash with pressure.
P.Rh—Paris Rhone.
R—Right (Gearshift lever location).
R—Rear (Brakes).
RA—Unit with Rear Axle.
RB—Robert Bosch.
RR—Radius Rods.
Scheb—Schebler
Scin—Scintilla.
Sep—Separate.
Sl—Sleeve Valve.
SN—Screw and Nut.
Sp—Springs (Torque & Propulsion).
Sp—Spiral Bevel (Rear Axle).
SP—Single Plate.
Spc—Aluminum piston with cast iron skirt.
St—Straight Bevel.
Strom—Stromberg
T—Transmission.
TA—Torque Arm.
T ½El—Transverse ½ Elliptic.
ThS—Thermo syphon.
TR—Transmission and Rear Wheels.
Tr. Can—Tranverse Cantilever.
Trans—Transverse.
TT—Torque Tube.
Vac—Vacuum.
Vict—Victrix.
W—Wire.
West—Westinghouse.
WN—Worm and Nut.
Wo—Worm Drive.
WS—Worm and Sector.
WW—Worm and Wheel.
*—Fitted with supercharger.

Continental Passenger Cars—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	No. of Main Bearings	Valve Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
FRENCH—*Cont'd*																																				
Sizaire Berwick	133	59	33x6.75	8	73x120	2.87x4.72	244	5	L	8	Int	CI	CC	Chain	Pump	Press	Zenith	Vac	Delco	B	12	SP	Eng	4	C	2 Met	Sp	4.75	Sp	Sp	½El	½El	T	FR	H	SN	D
Sizaire Berwick	148	59	33x6.75	8	82x114	3.22x4.48	305	5	L	8	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Delco	B	12	SP	Eng	4	C	2 Met	Sp	4.75	Sp	Sp	½El	½El	T	FR	H	SN	W
Sizaire Freres	129	56	15x50	4	80x120	3.14x4.72	147	3	I	4	Int	Al	CC	Pin	ThS	Press	Cozette	Vac	R.B.	M	12	SP	Eng	4	C	1 Met	Sp	5	RR		Trans	Trans	T	FR	DM	Rack	W
Sizaire Freres	129	56	15x50	6	74.6x111	2.93x4.61	177	5	Sl	6	Sep	Al	CC	Chain	Pump	Press	Solex	Vac	Delco	B	6	SP	Eng	3	C	1 Met	Sp	5	RR		Trans	Trans	T	FR	H	Rack	W
Suere	104	47	720x120	4	62x96	2.44x3.77	70	2	L	4	Sep	CI	CC	Pin	ThS	Press	Zenith	Grav	R.B.	M	6	SP	Eng	4	C	1 Fab	Sp	5	Sp	TT	½El	Cant	T	FR	DM	WW	D
Suere	113	53	775x145	4	70x120	2.75x4.72	112	2	L	4	Sep	CI	CC	Pin	ThS	Press	Zenith	Grav	R.B.	M	6	SP	Eng	4	C	1 Fab	Sp	4.01	Sp	TT	½El	Cant	T	FR	DM	WW	D
Suere	131	53	820x120	6	65x100	2.55x3.93	121	4	L	6	Sep	CI	CC	Pin	ThS	Press	Zenith	Vac	R.B.	M	12	SP	Eng	4	C	1 Fab	Sp	4.09	Sp	TT	½El	Cant	T	FR	DM	WW	D
Talbot	122	53	30x5.77	4	68x110	2.67x4.33	....	3	I	4	Int	Al	CC	Chain	Pump	Press	Solex	Vac	R.B.	M	12	SP	Eng	4	R	1 Met	Sp	....	TT	TT	½El	Cant	R	FR	DM	SN	A
Talbot	127	54	30x5.77	6	67x94.5	2.63x3.71	122	4	I	6	Int	Al	CC	Chain	Pump	Press	Solex	Vac	Delco	B	12	SP	Eng	4	C	1 Met	Sp	5.5	TT	TT	½El	½El	R	FR	DM	SN	
Talbot	130	55	860x160	6	75x110	2.95x4.33	177	4	I	6	Int	Al	CC	Chain	Pump	Press	Solex	Vac	SEV	M	12	SP	Eng	4	C	1 Met	Sp	5.1	TT	TT	½El	Cant	R	FR	DM	SN	W
Tracta	102	45	27x4.40	4	61x94	2.40x3.70	66	2	I	4	Sep	Al	CC	Pin	Pump	Press	Berg	Grav	Duc	M	12	CO	Eng	4	R	Met	Sp	4.5	FD	FD	Coil	½El	R	FR	DM	SN	W
Turcat Mery	108	49	28x5.25	4	64x93	2.51x3.66	73	2	I	4	Int	Al	CC	Pin	ThS	Press	Solex	Vac	SEV	M	12	SP	Eng	4	C	1 Met	Sp	5.4	TT	TT	½El	½El	FR	FR	DM	WS	W
Turcat Mery	124	53	28x5.77	6	63x90	2.49x3.54	103	4	L	6	Int	Al	CC	Pin	ThS	Press	Zenith	Vac	Duc	M	12	SP	Eng	4	C	1 Met	Sp	5.4	TT	TT	½El	½El	FR	FR	Servo	WS	W
Turcat Mery	129	55	30x5.77	8	63x94	2.49x3.70	146	3	I	8	Int	Al	CC	Pin	Pump	Press	Solex	Vac	Duc	M	12	SP	Eng	3	C	1 Met	Sp	5.4	TT	TT	½El	½El	FR	FR	Servo	SN	W
Unic	124	56	15x50	4	72.8x120	2.85x4.72	122	2	L	4	Sep	Al	CC	Chain	ThS	Press	Viel	Vac	Duc	M	12	MD	Eng	4	C	2 Fab	Sp	5	Sp	Sp	½El	Cant	R	FR	DM	WW	W
Unic	123	56	15x50	4	72.8x120	2.85x4.72	122	2	L	4	Sep	CI	CC	Chain	Pump	Press	Viel	Grav	Duc	M	12	SP	Eng	4	C	2 Fab	Sp	4.6	Sp	Sp	½El	Cant	R	FR	DM	WW	D
Vermorel	120	51	14x50	4	70x110	2.75x4.33	103	2	I	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	SEV	M	12	SP	Eng	4	C	1 Fab	Bev	5	Sp	Sp	½El	½El	R	FR	DM	WS	D
Vermorel	123	56	835x135	4	70x110	2.75x4.33	103	2	I	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	SEV	M	12	SP	Eng	4	C	2 Fab	Bev	5.5	Sp	Sp	½El	½El	R	FR	DM	WS	D
Vermorel	122	51	14x50	6	65x100	2.55x3.93	122	3	I	6	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	SEV	M	12	SP	Eng	4	C	1 Fab	Bev	5	Sp	TT	½El	½El	R	FR	DM	SN	D
Voisin	126	55	30x5.77	6	67x110	2.63x4.33	141	3	Sl	6	Sep	Al	CC	Chain	ThS	Press	Zenith	Grav	Delco	B	12	MD	Eng	3	C	1 Met	Sp	5.08	TT	TT	½El	½El	R	FR	Servo	SN	W
Voisin	141	59	33x6.75	6	86x130	3.38x5.11	276	3	Sl	6	Sep	Mag	CC	Chain	Pump	Press	Zenith	Vac	Delco	B	12	MD	Eng	4	C	1 Met	Sp	4.7	TT	TT	½El	½El	R	FR	Servo	SN	W
BELGIAN																																				
A. D. K.	110	51	730x130	4	70x105	2.75x4.12	98	3	I	4	Sep	Al	CC	Pin	ThS	Press	Sthen	Vac	Scin	M	6	SP	Eng	3	C	2 Met	Bev	4.7	Sp	Sp	½El	½El	T	FR	DM	WS	D
Excelsior	140	53	33x5	6	90x140	3.54x5.51	326	7	I	6	Sep	Al	OH	Pin	Pump	Press	Zenith	Vac	Scin	M	6	MP	Sep	4	C	1 Met	Sp	3.75	TT	TT	½El	Cant	FR	FR	Servo	WS	W
F. N.	109	49	730x130	4	68x100	2.67x3.93	88	3	I	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	Bosch	M	6	SP	Eng	4	C	2 Fab	Sp	5.2	Sp	Sp	½El	½El	R	FR	DM	WS	A
F. N.	108	49	27x4.45	4	68x100	2.67x3.93	88	3	I	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	Bosch	M	12	SP	Eng	4	C	2 Met	Sp	4.8	Sp	Sp	½El	½El	R	FR	DM	WS	A
Imperia	106	51	730x130	4	66x80	2.59x3.14	66	2	Sl	4	Sep	Al	CC	Pin	ThS	Press	Solex	Grav	Scin	M	12	SP	Eng	4	C	2 Fab	Sp	5.01	Sp	Sp	½El	½El	R	FR	Servo	WS	A
Imperia	114	52	740x140	6	66x80	2.59x3.14	100	4	Sl	6	Sep	Al	CC	Chain	ThS	Press	Solex	Grav	Scin	M	12	SP	Eng	4	C	2 Fab	Sp	4.3	Sp	Sp	½El	½El	R	FR	Servo	WS	A
Metallurique	120	51	860x160	4	70x128	2.75x4.75	120	3	I	4	Sep	Al	OH	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	1 Met	Sp	5.0	TT	TT	½El	½El	R	FR	Servo	WS	W
Minerva	118	56	775x145	6	68x92	2.67x3.62	122	7	Sl	6	Sep	Al	CC	Chain	Pump	Press	Solex	Vac	Delco	B	12	SP	Eng	3	C	2 Met	Sp	5.8	Sp	Sp	½El	½El	R	FR	Servo	WS	D
Minerva	145	57	895x135	6	80x112	3.14x4.40	206	7	Sl	6	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Scin	M	12	MD	Sep	4	R	1 Fab	Sp	4.7	Sp	TT	½El	Cant	R	FR	Servo	WS	W
Minerva	149	57	895x135	6	95x140	3.74x5.51	363	7	Sl	6	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Scin	M	12	MD	Sep	4	R	1 Met	Sp	3.3	Sp	TT	½El	Cant	R	FR	Servo	WS	W
Nagant	122	56	775x145	4	75x120	2.95x4.72	128	3	I	4	Sep	CI	CC	Pin	ThS	Press	Solex	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	5.1	TT	TT	½El	Cant	FR	FR	DM	WS	A
Nagant	121	51	775x145	6	68x91	2.67x3.58	109	4	L	6	Sep	CI	CC	Chain	ThS	Press	Solex	Vac	N. East	B	12	SP	Eng	4	C	1 Met	Sp	5.7	TT	TT	½El	½El	FR	FR	DM	WS	A
ITALIAN																																				
Alfa-Romeo	122	54	30x5.25	6	62x82	2.44x3.22	90	5	I	6	Sep	Al	OH	Pin	Pump	Press	Zenith	Grav	Bosch	M	12	MD	Eng	4	C	1 Met	Sp	5.4	TT	TT	½El	½El	R	FR	DM	WS	W
Alfa-Romeo	135	57	860x160	6	76x110	2.99x4.33	182	4	I	6	Sep	Al	CC	Pin	Pump	Press	Solex	Vac	Bosch	M	12	MD	Eng	4	C	1 Met	Sp	4.6	Sp	TA	½El	½El	R	FR	DM	WS	W
Ansaldo	118	55	30x5.77	4	72.5x120	2.84x4.72	120	3	I	4	Int	Al	OH	Pin	Pump	Press	Zenith	Grav	Mar	M	12	SP	Eng	4	C	2 Met	Sp	5	Sp	Sp	½El	½El	T	FR	DM	WS	A
Ansaldo	109	55	775x145	4	70x120	2.75x4.72	112	3	I	4	Int	Al	OH	Pin	Pump	Press	Zenith	Grav	Mar	M	12	SP	Eng	3	C	2 Met	Sp	5	Sp	Sp	½El	½El	T	FR	DM	WS	A
Ansaldo	109	55	28x5.25	4	68x100	2.67x3.93	88	3	I	4	Int	Al	OH	Pin	Pump	Press	Solex	Grav	Bosch	M	12	SP	Sep	3	C	2 Met	Sp	5.5	Sp	Sp	Trans	½El	R	FR	DM	WS	A
Ansaldo	128	55	30x5.77	6	68x100	2.67x3.93	134	4	I	6	Int	Al	OH	Pin	Pump	Press	Zenith	Grav	Bosch	M	12	SP	Eng	4	C	2 Met	Sp	5	Sp	Sp	½El	½El	T	FR	DM	WS	A
Bianchi	122	53	775x145	4	78x120	2.95x4.72	140	3	I	4	Sep	Al	CC	Pin	Pump	Press	Zenith	Vac	Mar	M	12	SP	Sep	4	R	1 Met	Sp	4.4	TT	TT	½El	½El	R	FR	DM	WS	A
Bianchi	110	55	730x130	4	64x100	2.51x3.93	79	3	I	4	Int	Al	CC	Pin	ThS	Press	Zenith	Grav	Mar	M	12	SP	Sep	4	C	1 Met	Sp	5.2	TT	TT	½El	½El	R	FR	DM	WS	A
Ceirano	112	51	730x130	4	65x130	2.55x5.11	105	3	I	4	Sep	Al	CC	Pin	Pump	Press	Zenith	Grav	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	4.5	TT	TT	½El	½El	R	FR	DM	WS	W
Chiribiri	102	49	760x90	4	65x112	2.55x4.4	91	5	I	4	Sep	Al	OH	Chain	Pump	Press	Zenith	Vac	Mar	M	12	MD	Eng	4	C	1 Fab	Sp	4	TT	TT	½El	½El	R	FR	DM	WS	W
Chiribiri	102	49	29x4	4	65x112	2.55x4.4	91	5	I	4	Sep	Al	OH	Chain	Pump	Press	Zenith	Vac	Mar	M	12	MD	Eng	3	C	1 Fab	Sp	4	TT	TT	½El	½El	R	FR	DM	WS	W
Chiribiri	102	49	730x130	4	65x112	2.55x4.4	91	3	L	4	Sep	CI	CC	Chain	ThS	Press	Zenith	Grav	Mar	M	12	MD	....	4	C	1 Fab	Sp	3.5	TT	TT	½El	½El	R	FR	DM	WS	W
Diatto	118	55	820x120	4	79.7x100	3.13x3.93	122	3	I	4	Sep	Al	OH	Pin	Pump	Press	Zenith	Grav	Bosch	M	12	MD	Eng	4	R	1 Met	Sp	5	TT	TT	½El	Cant	R	FR	DM	WW	W
Diatto	188	55	820x120	4	85x116	3.3x4.55	160	3	I	4	Sep	Al	OH	Pin	Pump	Press	Zenith	Grav	Bosch	M	12	MD	Eng	4	R	1 Met	Sp	4.5	TT	TT	½El	Cant	R	FR	DM	WW	W
Fiat	100	47	11x45	4	57x97	2.24x3.81	60	2	I	4	Int	Al	OH	Chain	ThS	Press	Solex	Grav	Mar	M	12	SP	Eng	3	C	1 Met	Sp	6.01	TT	TT	½El	½El	R	FR	DM	WS	....
Fiat	108	55	730x130	4	65x110	2.55x4.33	89	3	L	4	Sep	Al	CC	Pin	Pump	Press	Fiat	Vac	Mar	M	12	SP	Eng	4	R	1 Met	Sp	5.1	TT	TT	½El	½El	R	FR	DM	WS	....
Fiat	120	55	775x145	4	75x130	2.95x5.11	140	3	L	6	Sep	Al	CC	Pin	Pump	Press	Fiat	Vac	Mar	M	12	SP	Eng	4	R	1 Met	Sp	4.8	TT	TT	½El	½El	R	FR	DM	WS	....
Fiat	114	55	14x45	6	68x103	2.67x4.05	136	7	L	6	Int	Al	CC	Chain	Pump	Press	Solex	Vac	Delco	B	12	SP	Eng	4	C	2 Met	Sp	5.5	Sp	Sp	½El	½El	R	FR	DM	WS	....
Fiat	134	55	33x6.20	6	75x130	2.95x5.11	210	4	L	6	Sep	Al	CC	Pin	Pump	Press	Fiat	Vac	Mar	M	12	SP	Eng	4	R	1 Met	Sp	4.8	TT	TT	½El	½El	R	FR	DM	WS	....
Fiat	141	57	33x6.75	6	85x140	3.34x5.51	290	4	I	6	Sep	Al	CC	Pin	Pump	Press	Fiat	Vac	Mar	M	12	SP	Eng	4	R	1 Met	Sp	4.01	TT	TT	½El	½El	R	FR	DM	WS	W
Isotta-Fraschini	145	56	895x150	8	95x130	3.74x5.11	451	9	I	8	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	3	C	1 Met	Sp	4.1	TT	TT	½El	½El	R	FR	Servo	WS	W
Itala	125	55	30x5.25	6	65x100	2.55x3.93	121	7	I	6	Int	Al	CC	Pin	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	1 Met	Sp	5.1	TT	TT	½El	½El	FR	FR	Servo	WS	W
Lancia	134	65	775x145	4	79.4x120	3.12x4.72	144	2	I	4	Sep	Al	OH	Pin	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Sep	4	C	2 Met	Sp	4.09	Sp	Sp	Coil	½El	R	FR	DM	WS	W
Lancia	186	64	955x155	4	110x130	4.33x5.11	300	3	L	4	Sep	Al	CC	Pin	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Sep	4	C	1 Met	Sp	6.4	Sp	TA	½El	½El	R	TR	DM	WS	D
O. M.	110	52	765x105	4	69x100	2.71x3.93	91	3	L	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	5.7	TT	TT	½El	½El	R	FR	DM	WS	W
O. M.	122	56	30x5.77	6	65x100	2.55x3.93	122	4	L	6	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	5.7	TT	TT	½El	½El	R	FR	Servo	WS	W

O. M.	110	52	765x105	4	69x100	2.71x3.93	91	3	L	4	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	5.7	TT	TT	½El	½El	R	FR	DM	WS	W
O. M.	122	56	30x5.77	6	65x100	2.55x3.93	122	4	L	6	Sep	Al	CC	Pin	ThS	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	5.7	TT	TT	½El	½El	R	FR	Servo	WS	W

GERMAN

Adler 6G	110	47	30x5.25	4	67x110	2.63x4.33	94.8	3	L	4	Sep	Al	CC	Heli	ThS	Press	Pallas	Grav	Bosch	B	6	SP	Eng	4	C	Met. Fab	Sp	5.50	TT	TT	½El	½El	FR	FR	DM	WS	D
Adler "Standard-6"	112	53	30x5.77	6	70x110	2.75x4.331	53.0	7	L	6	Sep	Al	CC	Chain	Pump	Press	Pallas	Vac	Bosch	B	6	SP	Eng	3	C	2 Met	Sp	5.30	Sp	Sp	½El	½El	T	FR	Hyd	WS	D
Adler 11/50	132	54	32x6.20	6	74x110	2.91x4.331	71.8	7	L	6	Sep	AL	CC	Chain	Pump	Press	Pallas	Vac	Bosch	B	6	SP	Eng	4	C	2 Fab	Sp	4.90	Sp	Sp	½El	½El	FR	FR	DM	WS	W
Adler 18/80	144	56	33x6.75	6	88x129	3.46x5.082	87.0	4	L	3	Sep	Al	CC	Spur	Pump	Press	Pallas	Vac	Bosch	M	12	SP	Eng	4	C	2 Fab	Sp	4.63	TT	TT	½El	½El	R	FR	DM	WS	W
Aga	100	45	775x145	4	64x110	2.52x4.33	86.3	3	L	4	Sep	Al	CC	Heli	ThS	Press	Solex	Vac	Bosch	M	12	Co	Eng	3	C	Met. Fab	Sp	5.27	Sp	Sp	½El	½El	R	FR	DM	WS	HS
Apollo	102	47	730x130	4	71x98	2.79x3.86	94.3	3	L	4	Sep	Al	CC	Spur	ThS	Press	Zenith	Grav	Bosch	M	6	SP	Eng	3	C	Met	Sp	4.47	TT	TT	½El	¼El	R	R	DM	WS	D
Audi	148	57	33x6.75	6	90x122	3.54x4.802	83.0	8	I	6	Sep	Al	OH	Bev	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	Met. Fab	Sp	4.6	TT	TT	½El	½El	R	FR	Hyd	SN	A
Brennabor A	130	56	30x5.77	6	70x111	2.75x4.371	55.0	3	L	6	Sep	CI	CC	Heli	Pump	Press	Pallas	Vac	Mea	B	6	SP	Eng	4	C	2 Met	Sp	5.1	Sp	Sp	½El	½El	T	FR	DM	WS	A
Brennabor R 6/25	106	50	28x4.95	4	70x102	2.75x4.01	95.8	4	F	4	Int	CI	CC	Heli	Pump	Press	Solex	Grav	Mea	B	6	SP	Eng	3	C	1 Met	Sp	5.25	TT	TT	½El	Cant	FR	R	DM	SN	D
Cyklon	117	53	30x5.77	6	70x102	2.75x4.011	43.6	3	L	6	Int	Al	CC	Spur	ThS	Splash	Zenith	Vac	Bosch	B	12	SP	Eng	3	C	2 Fab	SP	5.5	Sp	Sp	½El	½El	R	FR	DM	SN	D
Daimler-Benz (Mercedes)	123	54	32x6.20	4	80x130	3.15x5.121	60.0	3	L	4	Sep	CI	CC	Chair	ThS	Press	Zenith	Vac	Bosch	B	12	Co	Sep	4	R	Met	Sp	4.57	RR	TA	½El	½El	R	FR	DM	SN	W
Daimler-Benz (Mercedes)	138	57	33x6.75	6	80x138	3.15x5.432	54.0	4	L	3	Sep	CI	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	R	Met	Sp	4.0	RR	TA	½El	½El	R	FR	DM	SN	W
Daimler-Benz (Mercedes)	134	55	32x6.20	6	74x115	2.91x4.53	180.	04	L	6	Sep	CI	CC	Spur	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	Met	Sp	5.4	TT	TT	½El	½El	R	FR	DM	SN	W
Daimler-Benz (Mercedes)	110	55	775x145	6	65x100	2.56x3.941	21.0	7	L	6	Int	CI	CC	Spur	Pump	Press	Zenith	Grav	Bosch	B	12	SP	Eng	3	C	Met	Sp	6.62	TT	TT	½El	½El	R	FR	DM	SN	W
Daimler-Benz (Mercedes)	143	56	33x5	6	80x130	3.15x5.122	40.0	4	I	6	Int	Spc	OH	Worm	Pump	Press	Own*	Vac	Bosch	M	12	MD	Eng	4	C	Met	Sp	4.8	TT	TT	½El	Cant	R	FR	DM	SN	W
Daimler-Benz (Merdeces)	147	56	33x5	6	94x150	3.70x5.913	81.0	4	I	6	Int	Spc	OH	Worm	Pump	Press	Own*	Vac	Bosch	M	12	MD	Eng	4	C	Met	Sp	4.0	TT	TT	½El	Cant	R	FR	DM	SN	W
Daimler-Benz (Merdeces-K)	135	56	33x5	6	94x150	3.70x5.913	81.0	4	I	6	Int	Spc	OH	Worm	Pump	Press	Own.*	Vac	Bosch	M	12	MD	Eng	4	C	Met	Sp	3.0	TT	TT	½El	½El	R	FR	DM	SN	W
Daimler-Benz (Mercedes-S)	134	56	33x5	6	98x150	3.86x5.914	13.4	4	I	6	Int	Al	OH	Worm	Pump	Press	Own*	Vac	Bosch	M	12	MD	Eng	4	C	Met	Sp	3.0	TT	TT	½El	½El	R	FR	DM	SN	W
Dixi	111	48	30x5.25	4	70x102	2.75x4.01	95.8	3	L	4	Sep	Al	CC	Chain	ThS	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	R	Fab	Sp	4.5	Sp	Sp	½El	Cant	R	FR	DM	SN	W
Elite S12	136	57	32x6.20	6	75x118	2.95x4.641	90.0	4	L	6	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	2 Fab	Sp	4.83	Sp	Sp	½El	½El	R	FR	DM	SN	HS
Elite S18	145	56	895x135	6	84.5x140	3.32x5.512	86.0	4	L	6	Sep	Al	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Sep	4	R	1 Met	Sp	4.6	TT	TT	½El	½El	T	FR	DM	SN	A
Freia	104	43	730x130	4	65x100	2.54x3.94	80.0	2	I	4	Sep	Al	CC	Chain	ThS	Press	Solex	Grav	Bosch	M	6	Co	Eng	4	R	Met	Sp	4.41	TT	TT	½El	½El	T	R	DM	WS	W
Garbaty	106	47	15x115	4	64x94	2.52x3.70	73.7	2	I	4	Sep	Al	CC	Spur	ThS	Press	Solex	Grav	Bosch	M	12	Co	Eng	4	C	Fab	Sp	3.64	Sp	Sp	½El	½El	T	FR	DM	WS	D
Hanomag	75	36	710x90	1	80x100	3.15x3.94	30.0	2	I	1	Sep	Al	CC	Spur	ThS	Press	Pallas	Grav	Bosch	M	6	SP	Eng	3	C	None	Ch	2.00	RR	RR	Trans	Coil	R	R	DM	WS	A
Hansa P	125	50	30x5.77	4	78x110	3.06x4.331	28.0	3	L	4	Sep	CI	CC	Chain	ThS	Press	Pallas	Vac	Bosch	M	12	MD	Sep	4	C	2 Fab	Sp	5.27	Sp	Sp	½El	½El	R	FR	DM	SN	HS
Hansa (Continental **St.8**)	134	55	33x6	8	73x120	2.87x4.722	45.0	5	L	8	Sep	CI	CC	Chain	Pump	Press	Strom	Vac	Auto L	B	6	SP	Sep	4	C	3 Fab	Sp	4.8	Sp	Sp	½El	½El	R	FR	Hyd	SN	HS
Hansa-Lloyd 8	132	57	34x3.7	8	85x115	3.34x4.533	20.0	10	I	8	Int	Al	OH	Bev	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	3	C	Met	Sp	4.73	TT	TT	½El	½El	R	FR	Cab	SN	W
H. A. G.	106	47	730x130	4	64x101	2.52x3.98	79.3	2	I	4	Sep	Al	OH	Bev	ThS	Press	Pallas	Grav	Bosch	M	12	MD	Eng	3	C	2 Met	Sp	4.5	Sp	Sp	½El	½El	R	FR	DM	SN	HS
Horch 8	136	56	32x6.20	8	65x118	2.56x4.641	91.0	5	I	8	Int	Al	OH	Worm	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	4	C	1 Met	Sp	5.55	TT	TT	½El	½El	R	FR	Dew	SN	HS
Komnick	126	54	820x120	4	78x108	3.07x4.251	26.0	3	I	4	Int	Al	OH	Bev	Pump	Press	Solex	Grav	Bosch	M	12	Co	Sep	3	C	Met. Fab	Sp	4.3	TT	TT	½El	Cant	R	FR	DM	WS	W
Ley	116	51	775x145	4	80x100	3.15x3.941	23.0	3	L	4	Sep	Al	CC	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	R	Fab	Sp	4.9	Sp	Sp	½El	½El	R	FR	DM	WS	HS
Ley	125	53	820x120	4	87x130	3.42x5.121	88.0	3	L	4	Sep	Al	CC	Heli	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	R	Fab	Sp	4.23	TT	TT	½El	½El	R	FR	DM	WS	HS
Magnet	98	43	715x115	4	69x86	2.71x3.37	77.7	2	F	4	Sep	CI	CC	Spur	ThS	Press	Pallas	Grav	Bosch	M	6	Co	Sep	3	C	Met	St	4	TT	TT	Trans	Cant	R	R	DM	WS	D
Magnet	96	39	26x3	4	62x86	2.43x3.37	62.5	2	F	4	Sep	CI	CC	Spur	ThS	Press	Pallas	Grav	Bosch	M	6	Co	Sep	3	C	Met	St	4	TT	TT	Trans	Cant	R	FR	DM	WS	D
Mannesmann	100	47	710x90	4	66x92	2.64x3.62	79.2	3	L	4	Sep	Al	CC	Chain	Pump	Press	Solex	Grav	Bosch	M	6	SP	Sep	3	C	Met	Sp	4.82	TT	TT	½El	½El	R	FR	DM	WS	W
Mauser	110	51	730x130	4	67x108	2.67x4.25	95.2	3	I	4	Sep	Al	CC	Spur	ThS	Press	Pallas	Grav	Bosch	M	12	SP	Sep	2	C	Met	Sp	4.2	RR	RR	Trans	Cant	R	FR	DM	SN	W
Maybach	144	58	33x6.75	6	93x168	3.70x6.614	26.0	5	L	6	Sep	CI	CC	Heli	Pump	Press	Own	Pump	Bosch	MB	12	Ex	Eng	2	Ped	Met	Sp	4.46	TT	TT	½El	½El	FR	FR	Hyd	SN	D
N. A. G.	130	55	820x120	4	78x136	3.07x5.351	59.0	3	I	4	Sep	CI	CC	Spur	Pump	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	C	1 Met	Sp	4.5	TT	TT	½El	½El	R	FR	DM	SN	HS
N. A. G.	133	56	32x6.2	6	74x120	2.91x4.721	89.0	7	I	6	Sep	CI	CC	Spur	Pump	Press	Pallas	Vac	Bosch	M	12	MD	Sep	4	C	1 Met	Sp	5	TT	TT	½El	½El	R	FR	DM	SN	HS
N. A. G.-Protos	130	53	32x6.2	4	80x130	3.15x5.121	60.0	3	I	4	Sep	CI	CC	Chain	ThS	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	C	1 Met	Sp	4.54	Sp	Sp	½El	½El	R	FT	DM	WS	HS
N. S. U. 5/25	104	45	730x130	4	68x90	2.64x3.54	79.3	3	L	4	Sep	Al	CC	Spur	ThS	Press	Zenith	Vac	Bosch	M	12	Co	Sep	4	R	2 Met	Sp	5.0	Sp	Sp	½El	½El	R	FR	DM	SN	A
N. S. U. 6/30	111	49	730x130	6	61x90	2.40x3.54	95.6	4	L	6	Sep	Al	CC	Spur	ThS	Press	Solex	Grav	Bosch	B	12	MD	Eng	3	C	2 Met	Sp	5.45	Sp	Sp	½El	½El	R	FR	DM	WS	D
Opel 4/14	99	46	715x115	4	60x90	2.36x3.54	61.9	2	L	4	Sep	CI	CC	Spur	ThS	Press	Solex	Grav	Bosch	B	12	SP	Eng	3	C	Fab	Sp	5.0	Sp	Sp	½El	¼El	T	FR	DM	WS	D
Opel 80	119	56	775x145	4	89x105	3.50x4.131	59.0	3	L	4	Sep	CI	CC	Spur	ThS	Press	Solex	Pump	Bosch	B	12	MD	Eng	3	C	Fab	Sp	4.8	Sp	Sp	½El	¼El	T	FR	DM	WS	D
Opel 90	138	56	30x5.77	6	80x104	3.15x4.091	92.8	7	L	6	Sep	CI	CC	Chain	Pump	Press	Juhasz	Vac	Bosch	B	12	MD	Eng	3	C	Fab	Sp	4.8	TT	TT	½El	½El	T	FR	Cab	WS	D
Opel 100	138	56	30x5.77	6	89x104	3.50x4.092	38.0	7	L	6	Sep	CI	CC	Chain	Pump	Press	Juhasz	Vac	Bosch	B	12	MD	Eng	3	C	Fab	Sp	4.8	TT	TT	½El	½El	T	FR	Cab	WS	D
Phaenomen 412	130	55	32x6.20	4	85x138	3.34x5.431	90.0	4	I	4	Sep	Al	OH	Bev	Pump	Press	Solex	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	4.15	TT	TT	½El	½El	R	FR	DM	SN	W
Phaenomen (Aircooled) 4RL	112	53	28x5.25	4	74x90	2.91x3.54	94.3	3	L	1	Sep	CI	CC	Spur	Blow	PrSp	Solex	Grav	Bosch	B	12	SP	Eng	3	C	2 Fab	Sp	6.75	Sp	Sp	Trans	½El	R	R	DM	WS	D
Pluto 4/20	91	40	715x115	4	58x95	2.28x3.74	61.1	2	L	4	Int	Al	CC	Heli	ThS	Splash	Solex	Grav	....	M	6	MD	Eng	3	C	1 Fab	Sp	4.46	Sp	Sp	¼El	¼El	R	FR	DM	SN	W
Pluto 5/30	101	41	715x115	4	60x95	2.36x3.74	65.5	2	L	4	Int	Al	CC	Heli	ThS	Press	Solex	Grav	....	M	6	MD	Eng	3	C	1 Fab	Sp	5.27	Sp	Sp	½El	¼El	R	FR	DM	SN	W
Presto E	124	56	30x5.77	4	78x123	3.07x4.841	44.0	3	L	4	Sep	CI	CC	Spur	ThS	Press	Zenith	Vac	Eise	M	12	MD	Sep	4	R	2 Met	Sp	4.7	RR	RR	½El	½El	FR	FR	DM	SN	W
Presto 10/50	119	56	30x5.77	6	72x107	2.83x4.211	59.0	8	I	6	Sep	CI	CC	Spur	Pump	Press	Zenith	Vac	Bosch	M	12	MD	Eng	3	C	Fab	Sp	4.5	TT	TT	½El	½El	FR	FR	DM	SN	W
Presto 12/55	130	56	30x5.77	6	77x112	3.03x4.401	91.6	8	I	6	Sep	CI	CC	Spur	Pump	Press	Zenith	Vac	Bosch	B	12	MD	Eng	3	C	Fab	Sp	5.4	TT	TT	½El	½El	FR	FR	DM	SN	HS
Rumpler, (front drive)	125	55	30x5.77	4	80x130	3.15x5.121	60.0	3	I	4	Sep	CI	CC	Chain	Pump	Press	Zenith	Grav	Bosch	M	12	MD	Eng	3	C	Met	Sp	4.0	RR	RR	Trans	Cant	R	FTR	DM	SN	D
Selve 12/50	128	53	30x5.77	6	74x120	2.91x4.721	88.8	7	L	6	Sep	CI	CC	Chain	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	3	C	Fab	Sp	4.6	RR	Sp	½El	Cant	T	FR	DM	SN	D
Selve 9/36	128	53	30x5.77	4	83x110	3.25x4.331	44.0	3	L	4	Sep	CI	CC	Spur	ThS	Press	Zenith	Vac	Bosch	M	12	SP	Eng	3	C	Fab	Sp	4.6	RR	Sp	½El	Cant	T	FR	DM	SN	D
Simson S	118	52	33x6.2	4	71x128	2.79x5.041	23.0	3	I	4	Sep	Al	OH	Bev	Pump	Press	Zenith	Vac	Bosch	M	12	SP	Eng	4	C	1 Met	Sp	4.2	TT	TT	½El	½El	R	FR	DM	SN	W

ABBREVIATIONS:

A—Artillery.
Al—Aluminum.
Auto L—Auto Lite.
B—Battery.
Bev—Bevel Gear.
Blow—Blower.
C—Center.
Cab—Cable.
Cant—Cantilever.
CC—Crankcase.
Ch—Chain.
CI—Cast Iron
Co—Cone.
D—Disk.
Dew—Dewandre.
DM—Direct Mechanical.
Duc—Ducellier.
Dupl—Duplex.
Eise—Eiseman.
El—Elliptic.
Eng—Unit with Engine.
Ex—Expanding Shoe
F—"F" Head (Valves).
F—Front Wheels (Brakes).
Fab—Fabric.
FD—Front Drive.
FR—Front and Rear.
FT—Front and Transmission.
Gau—Gaumont.
Grav—Gravity.
Hyd—Hydraulic.
HS—Hollow Spoke.
Heli—Helical Gear.
Hyp—Hypoid.
I—Valves in Head.
Int—Integral.
L—"L" Head.
Le—Lever.
M—Magneto.
Mag—Magnesium.
Mar—Marelli.
MB—Magneto and Battery.
MD—Multiple Disk.
Met—Metal.
N. East—North East.
No—None.
OH—Overhead.
Pin—Pinion.
Pne—Pneumatic.
Press—Pressure.
Pr Sp—Splash with pressure.
Pl—Planetary.
P.Rh—Paris Rhone.
R—Right (Gearshift lever location).
R—Rear (Brakes).
RA—Unit with Rear Axle.
RB—Robert Bosch.
RR—Radius Rods.
Scheb—Schebler.
Scin—Scintilla.
Sep—Separate.
Sl—Sleeve Valve.
SN—Screw and Nut.
Sp—Springs (Torque & Propulsion).
Sp—Spiral Bevel (Rear Axle).
SP—Single Plate.
Spc—Aluminum piston with cast iron skirt.
St—Straight Bevel.
Strom—Stromberg.
T—Transmission.
TA—Torque Arm.
T ½El—Transverse ½ Elliptic.
ThS—Thermo syphon.
TR—Transmission and Rear Wheels.
Tr. Can—Transverse Cantilever.
Trans—Transverse.
TT—Torque Tube.
Vac—Vacuum.
Vict—Victrix.
W—Wire.
West—Westinghouse.
WN—Worm and Nut.
Wo—Worm Drive.
WS—Worm and Sector.
WW—Worm and Wheel.
*—Fitted with supercharger.

Continental Passenger Cars—Continued

MAKE	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or ins.)	ENGINE: No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	No. of Main Bearings	Valve Arrangement	Cylind's Cast in One Block	Cylinders and Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Cooling System	Lubrication	Fuel: Carburetor Make	Fuel: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Source	Voltage	TRANSMISSION: Clutch Type	Gearset: Gearset Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	RUNNING GEAR: Springs: Front	Springs: Rear	Brakes: Hand	Brakes: Foot	Brakes: Operation	Steering	Standard Wheels
GERMAN—*Cont'd*																																					
Simson.....R	138	56	32x6	6	76x115	2.99x4.531	91.0	7	I...	6	Sep...	Al..	CC.	Heli...	Pump.	Press..	Juhasz...	Vac...	Bosch...	B..	12	SP....	Eng...	4	C..	1 Met...	Sp..	4.3	TT..	TT..	½El..	½El..	R....	FR...	Cab..	SN..	HS..
Steiger.....	118	53	33x6.2	4	72x160	2.83x6.301	58.0	2	I...	4	Sep...	Al..	OH.	Bev...	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	SP....	Eng...	4	C..	Met....	Sp..	4.23	Sp...	Sp...	½El..	Cant..	T....	FR...	DM...	SN..	W...
Steiger.....	128	53	33x6.2	4	75x160	2.95x6.301	72.0	2	I...	4	Sep...	Al..	OH.	Bev...	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	SP....	Eng...	4	C..	Met....	Sp..	4.23	Sp...	Sp...	½El..	Cant..	T....	FR...	DM...	SN..	W...
Steewer.....G14	134	56	30x6	8	70x118	2.76x4.652	23	5	L...	8	Int...	Al..	CC.	Chain.	Pump.	Press..	Scheb...	Press..	Bosch...	B..	12	SP....	Eng...	4	C..	2 Met...	Sp..	4.9	Sp...	Sp...	½El..	½El..	T....	FR...	Hyd..	CL..	HS..
Steewer.....S8	122	56	28x5.25	8	60x88	2.36x3.471	22	5	L...	8	Int...	Al..	CC.	Chain.	Pump.	Press..	Scheb...	Press..	Bosch...	B..	6	SP....	Eng...	4	C..	2 Met...	Sp..	5.5	Sp...	Sp...	½El..	½El..	T....	FR...	Hyd..	CL..	HS..
Steewer.....D9	116	52	31x5.25	4	78x120	3.07x4.721	40.0	3	L...	4	Sep...	CI..	CC.	Spur..	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	SP....	Sep...	4	C..	1 Met...	Sp..	4.64	TT..	TT..	½El..	½El..	R....	FR...	DM...	WS..	HS..
Steewer.....D12	131	54	33x6.20	6	78x118	3.07x4.642	07.0	4	L...	6	Sep...	CI..	CC.	Chain.	Pump.	Press..	Zenith...	.....	Bosch...	M..	12	SP....	Sep...	4	C..	1 Met...	Sp..	3.86	TT..	TT..	½El..	½El..	R....	FR...	DM...	WS..	HS..
Steewer.....F6	112	53	28x4.95	4	70x102	2.75x4.01	95.9	5	L...	4	Sep...	CI..	CC.	Chain.	Pump.	Press..	Solex...	Grav.	Bosch...	B..	6	SP....	Eng...	4	C..	2 Fab...	Sp..	5.5	Sp...	Sp...	½El..	½El..	R....	FR...	DM...	WS..	HS..
Veran, (front drive).....	102	47	730x130	4	60x95	2.36x3.74	65.6	2	L...	4	Int...	Al..	CC.	Heli...	ThS...	Press..	Solex...	Grav.	Bosch...	M..	6	MD...	Eng...	3	C..	.....	Sp..	5.28	TA...	Sp...	2Trans	½El..	R....	F....	DM...	WS..	D...
Wanderer.....W10	110	49	730x130	4	67x110	2.63x4.33	94.8	3	I...	4	Sep...	Al..	CC.	Chain.	Pump.	Press..	Pallas...	Grav.	Bosch...	M..	12	MD...	Eng...	3	C..	2 Fab...	Sp..	5.3	Sp...	Sp...	½El..	½El..	R....	FR...	DM...	SN..	HS..
Wanderer.....W12	110	49	740x135	4	72x120	2.83x4.721	18.4	3	I...	4	Sep...	Al..	CC.	Chain.	Pump.	Press..	Pallas...	Grav.	Bosch...	B..	12	MD...	Eng...	3	C..	2 Fab...	Sp..	5.3	Sp...	Sp...	½El..	½El..	R....	FR...	DM...	SN..	D...
AUSTRIAN																																					
Austro Daimler.....	136	53	820x120	6	71x110	2.79x4.331	59.	3	I...	6	Int...	Al..	OH.	Heli...	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	SP....	Eng...	4	C..	Met....	Sp..	4.58	TT..	TT..	½El..	Cant..	R....	FR...	DM...	SN..	W..
Austro Daimler.....	137	56	820x120	6	76x110	2.99x4.331	78	3	I...	6	Int...	Al..	OH.	Heli...	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	SP....	Eng...	4	C..	Met....	Sp..	4.58	TT..	TT..	½El..	Cant..	R....	FR...	DM...	SN..	W..
Austro Daimler.....	137	55	895x135	6	85x129	3.34x5.122	69.	4	I...	6	Sep...	CI..	CC.	Heli...	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	MD...	Eng...	4	C..	Met....	Sp..	3.7	TT..	TT..	½El..	Cant..	R....	FR-T.	DM...	SN..	W..
Graef & Stift.....SP5	145	57	32x6.20	6	80x130	3.15x5.122	39	7	I...	6	Int...	Al..	OH.	Chain.	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	SP....	Sep...	4	C..	1 Met...	Sp..	5.0	TT..	TT..	½El..	½El..	R....	FR...	Hyd..	SN..	HS..
Graef & Stift.....SP7	144	57	33x6.75	6	100x150	3.93x5.904	27	7	I...	4	Int...	Al..	OH.	Chain.	Pump.	Press..	Zenith...	Vac...	Bosch...	MB.	12	SP....	Sep...	4	C..	1 Met...	Sp..	3.42	TT..	TT..	½El..	½El..	R....	FR...	Hyd..	SN..	HS..
Perl.....4/20	103	47	730x130	4	58x88	2.28x3.46	56.7	2	I...	4	Sep...	Al..	CC.	Heli...	ThS...	Press..	Solex...	Grav.	Bosch...	B..	6	SP....	Eng...	4	C..	Fab.....	Sp..	5.54	Sp...	Sp...	¼El..	¼El..	R....	FR...	DM...	SN..	D...
Steyr.....	118	50	775x145	6	62x89	2.42x3.46	95.5	3	I...	6	Sep...	CI..	OH.	Chain.	Pump.	Press..	Zenith...	Grav.	Bosch...	M..	12	MD...	Eng...	4	C..	Fab.....	Sp..	5.5	RR..	Sp...	½El..	Trans.	R....	FR...	DM...	SN..	D...
Steyr.....	136	56	860x160	6	80x110	3.15x4.331	35	4	I...	6	Sep...	CI..	OH.	Bev..	Pump.	Press..	Pallas...	Vac...	Bosch...	M..	12	MD...	Eng...	4	C..	Fab.....	Sp..	4.15	TT..	TT..	½El..	Cant..	R....	FR...	DM...	SN..	W..
Steyr.....	131	56	835x135	6	88x110	3.46x4.332	44	4	I...	6	Sep...	Al..	OH.	Bev..	Pump.	Press..	Pallas...	Grav.	Bosch...	M..	12	MD...	Eng...	4	C..	Fab.....	Sp..	3.85	TT..	TT..	½El..	Cant..	R....	FR...	DM...	SN..	W..
CZECHO-SLOVAKIAN																																					
Praga-Piccolo.....	98	43	715x115	4	55x90	2.16x3.54	52.1	2	L...	4	Sep...	Al..	CC.	Spur..	ThS...	Press..	Zenith...	Grav.	Bosch...	B..	6	SP....	Eng...	3	C..	Fab.....	Sp..	5.8	Sp...	Sp...	½El..	½El..	R....	R....	DM...	WS..	D...
Praga-Alfa.....	114	49	29x5	6	60x88	2.36x3.46	91.3	4	L...	6	Sep...	Al..	CC.	Spur..	ThS...	Press..	Zenith...	Grav.	Bosch...	B..	6	SP....	Eng...	4	C..	Met....	Sp..	5.66	TT..	TT..	½El..	½El..	R....	FR...	DM...	WS..	D...
Praga-Mignon.....	128	53	32x5.77	6	70x108	2.75x4.251	52.4	4	L...	6	Sep...	Al..	CC.	Spur..	Pump.	Press..	Zenith...	Vac...	Bosch...	B..	12	SP....	Eng...	4	C..	Met....	Hyp	5.3	TT..	TT..	½El..	½El..	T....	FR...	DM...	SN..	D...
Praga-Grand.....	136	53	32x6.2	8	70x110	2.75x4.332	07.	5	L...	8	Sep...	Al..	CC.	Spur..	Pump.	Press..	Zenith...	Vac...	Bosch...	B..	12	SP....	Eng...	4	C..	Met....	Hyp	5.3	TT..	TT..	½El..	½El..	T....	FR...	DM...	SN..	D...
Skoda.....H.S.	145	57	33x5	6	100x140	3.93x5.514	03	7	I...	6	Sep...	Al..	OH.	Bev..	Pump.	Press..	Zenith...	Vac...	Deleo...	B..	12	SP....	Eng...	3	R..	2 Met...	Sp..	.....	TT..	TT..	½El..	½El..	R....	FR...	Servo.	SN..	W..
Skoda.....110	116	51	775x145	4	75x110	2.95x4.331	18	2	L...	4	Sep...	Al..	CC.	Heli...	ThS...	Press..	Zenith...	Vac...	Scin....	M..	12	MD...	Eng...	4	C..	2 Fab...	Sp..	.....	Sp...	Sp...	½El..	½El..	T....	FR...	Cab..	SN..	A...
Skoda.....120	122	51	775x145	4	75x110	2.95x4.331	18	2	L...	4	Sep...	Al..	CC.	Heli...	ThS...	Press..	Zenith...	Vac...	Scin....	M..	12	MD...	Eng...	4	C..	2 Fab...	Sp..	.....	Sp...	Sp...	½El..	½El..	T....	FR...	Cab..	SN..	A...
Skoda.....360	134	55	895x135	4	95x140	3.74x5.512	42	3	I...	4	Sep...	Al..	CC.	Heli...	Pump.	Press..	Zenith...	Vac...	Scin....	M..	12	MD...	Eng...	4	C..	2 Fab...	Sp..	.....	Sp...	Sp...	½El..	½El..	T....	FR...	Cab..	SN..	A...
Tatra (Aircooled)..4/14	104	49	710x90	2	82x100	3.22x3.93	64.4	2	I...	1	Sep...	Al..	CC.	Spur.	Blow...	Press..	Zenith...	Grav.	Bosch...	M..	6	MD...	Eng...	4	C..	None....	Sp..	.....	RR..	RR..	Trans.	Trans.	R....	FR...	Cab..	SN..	D...
Tatra.....8/40	139	52	775x145	6	64x100	2.52x3.931	17.7	3	L...	6	Sep...	Al..	CC.	Spur.	Pump.	Press..	Zenith...	Vac...	Bosch...	M..	12	Co....	Eng...	4	C..	None....	Sp..	.....	RR..	RR..	Trans.	Trans.	R....	FR...	Cab..	SN..	D...
Walter.....WZ	108	47	730x130	4	64x120	2.52x4.72	93.9	3	F...	4	Sep...	CI..	CC.	Spur.	Ths...	Press..	Zenith...	Vac...	Bosch...	B..	12	MD...	Sep...	3	R..	Fab. Met	Sp..	4	TT..	TT..	½El..	½El..	R....	FR...	DM...	WS..	D...
Walter.....8/30	148	53	765x105	4	73x118	2.87x4.641	18.7	3	I...	4	Sep...	Al..	CC.	Spur.	ThS...	Press..	Zenith...	Vac...	Bosch...	B..	12	MD...	Eng...	3	R..	Fab. Met	Sp..	4.35	TT..	TT..	½El..	½El..	R....	FR...	DM...	WS..	W..
Walter.....9/36	148	53	820x120	4	80x118	3.15x4.641	44.6	3	I...	4	Sep...	Al..	CC.	Spur.	ThS...	Press..	Zenith...	Vac...	Bosch...	B..	12	MD...	Eng...	3	R..	Fab. Met	Sp..	4.35	TT..	TT..	½El..	½El..	R....	FR...	DM...	WS..	W..
HUNGARIAN																																					
Magosix.....	118	57	29x5	6	67x100	2.64x3.941	28	3	L...	6	Sep...	Al..	CC.	Spur..	ThS...	Press.	Strom..	Vac...	Bosch...	B..	12	SP....	Eng...	3	C..	2 Met...	Sp..	5	Sp...	Sp...	½El..	½El..	T....	FR...	Hyd...	SN..	HS.

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Cab—Cable.
Cant—Cantilever.
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Ch—Chain.
CI—Cast Iron
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Duc—Ducellier.
Dupl—Duplex.
Eise—Eiseman.
El—Elliptic.
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Ex—Expanding Shoe.
F—"F" Head (Valves).
F—Front Wheels (Brakes).
Fab—Fabric.
FD—Front Drive.
FR—Front and Rear.
FT—Front and Transmission.
Gau—Gaumont.
Grav—Gravity.
HS—Hollow Spoke.
Heli—Helical Gear.
Hyd—Hydraulic.
Hyp—Hypoid.
I—Valves in Head.
Int—Integral.
L—"L" Head.
Le—Lever.
M—Magneto.
Mag—Magnesium.
Mar—Marelli.
MB—Magneto and Battery.
MD—Multiple Disk.
Met—Metal.
N. East—North East.
No—None.
OH—Overhead.
Pin—Pinion.
Pl—Planetary.
Pne—Pneumatic.
Press—Pressure.
Pr Sp—Splash with pressure.
P.Rh—Paris Rhone.
R—Right (Gearshift lever location).
R—Rear (Brakes).
RA—Unit with Rear Axle.
RB—Robert Bosch.
RR—Radius Rods.
Scheb—Schebler.
Scin—Scintilla.
Sep—Separate.
Sl—Sleeve Valve.
SN—Screw and Nut.
Sp—Springs (Torque & Propulsion).
Sp—Spiral Bevel (Rear Axle).
SP—Single Plate.
Spc—Aluminum piston with cast iron skirt.
St—Straight Bevel
Strom—Stromberg.
T—Transmission.
TA—Torque Arm.
T ½El—Transverse ½ Elliptic.
ThS—Thermo syphon.
TR—Transmission and Rear Wheels.
Tr. Can—Transverse Cantilever.
Trans—Transverse.
TT—Torque Tube.
Vac—Vacuum.
Vict—Victrix.
W—Wire.
West—Westinghouse.
WN—Worm and Nut.
Wo—Worm Drive.
WS—Worm and Sector.
WW—Worm and Wheel.
*—Fitted with supercharger

British Passenger Car Chassis

MAKE	H. P.	Wheelbase (Ins.)	Track (Ins.)	Tires (Ins.)	Number of Cylinders	BORE AND STROKE: M. M.	BORE AND STROKE: Ins.	Piston Displacement (Cu. In.)	Valve Location	Cylinders Cast	Cylinders and Crankcase	Piston Material	CAM-SHAFT: Location	CAM-SHAFT: Drive	Water Circulation	Oiling System	FUEL SYSTEM: Carbureter Make	FUEL SYSTEM: Fuel Feed	Current Source	TRANSMISSION: Clutch Type	TRANSMISSION: Gearset: Location	TRANSMISSION: Gearset: Forward Speed	TRANSMISSION: Gearset: Lever Location	TRANSMISSION: Universals Number and Type	REAR AXLE: Type	REAR AXLE: Final Drive	REAR AXLE: Gear Ratio	REAR AXLE: Propulsion Taken By	REAR AXLE: Torque Taken By	SPRINGS: Front	SPRINGS: Rear	BRAKES: Hand	BRAKES: Foot	BRAKES: 4-Wheel Brakes Type	Steering Gear Type	Wheels Type	Chassis Weight (Lbs.)
A. B. C.	12–40	102	47	28x3½	2	96x90	3.8x3.6	80	I...	1	Sep.	Al..	CC..	He..	Air..	Spl...	Zen...	Grav..	M..	SP....	Sep...	4	C...	1-Fab..	¾Fl..	Sp....	4.5	T.T.	T.T.	¼El..	¼El..	I.Rw.	E.Rw	.....	W.N..	Disk..	1300
A. C.	12–24	105	45	27x4. 4	4	69x100	2.7x3.9	91	L...	4	Int..	Al..	CC..	Ch..	ThS..	PrCs.	Sol...	Grav.	M..	SP....	R.A.	3	R...	1-Met..	¾Fl..	Wo...	5	T.T.	T.T.	¼El..	¼El..	I.Tr..	I.Rw.	.....	Ca....	Disk..	1100
A. C.	12–35	117	48	28x4.95	6	56x100	2.2x3.9	91	I...	6	Sep.	CI..	OH..	Ch..	Pump.	PrCs.	Strom.	Vac..	M..	SP....	R.A.	3	R...	1-Met..	¾Fl..	Wo...	5	T.T.	T.T.	¼El..	¼El..	I.Rw.	I.Fw.	D.M.	Ca....	Wire.	1400
A. C.	16–40	117	48	28x4.95	6	65x100	2.55x3.9	122	I...	6	Int..	Al..	OH..	Ch..	Pump.	PrCs.	Strom.	Vac..	M..	SP....	R.A.	3	R...	1-Met..	¾Fl..	Wo...	5	T.T.	T.T.	¼El..	¼El..	I.Rw.	I.Fw.	D.M.	Ca....	Wire.	1350
Alvis	12–50	112	49	29x4.4	4	69x110	2.7x4.3	100	I...	4	Sep.	Al..	CC..	He.	ThS..	PrCs.	Sol...	Grav.	M..	SP....	Sep...	4	R...	2-Met..	FF....	Sp....	4.8	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W..	Wire.	1900
Alvis	12–50	112	49	29x4.95	4	68x103	2.6x4	91	I...	4	Sep.	Al..	CC..	He.	ThS..	PrCs.	Sol...	Grav.	M..	SP....	Sep...	4	R...	2-Met..	FF....	Sp....	4.8	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W..	H.S..	1850
Alvis	14–75	112	49	29x4.95	6	63x100	2.5x3.9	114	I...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Sol...	Grav.	M..	SP....	Sep...	4	R...	2-Met..	FF....	Sp....	5	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	Ca....	Wire.	1950
Argyll	12	111	48	28x4.95	4	68x103	2.6x4	91	Sl..	4	Int..	CI..	CC..	He.	ThS..	SpPr.	Zen..	Grav.	M..	SP....	Eng..	4	R...	2-Fab..	FF....	Sp....	4.5	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	Ca....	Disk..	1450
Argyll	13–40	111	48	28x4.95	4	71x103	2.8x4	99	Sl..	4	Int..	Al..	CC..	He.	ThS ..	SpPr.	Zen..	Grav.	M..	SP....	Eng..	4	R...	2-Fab..	FF....	Sp....	4.5	Sp.	Sp	½El..	½El..	I.Rw.	I.Fw.	D.M.	Ca....	H.S..	1450
Armstrong Siddeley	14	114	56	29x4.95	4	76x102	3x4	112	I...	4	Int..	Al..	CC..	Ch..	Pump.	PrCs.	Cla..	Grav.	M..	SP....	T.T.	3	C...	1-Met..	½Fl..	Sp....	4.7	T.T.	T.T.	½El..	½El..	I.Fw.	I.Fw.	D.M.	Sp....	Disk..	1790
Armstrong Siddeley	15	114	56	29x4.95	6	63x102	2.5x4	117	L...	6	Int..	CI..	CC..	Ch..	Pump.	PrCs.	Cla..	Grav.	M..	SP....	T.T.	3	C...	1-Met..	½Fl..	Sp....	5	T.T.	T.T.	½El..	½El..	I.Rw.	I.Fw.	D.M.	Sp....	Disk..	1820
Armstrong Siddeley	20	129	56	31x5.25	6	73x114	2.9x4.5	175	I...	6	Int..	CI..	CC..	Ch..	Pump.	PrCs.	Cla..	Grav.	M..	SP....	T.T.	3	C...	1-Met..	½Fl..	Sp....	5	T.T.	T.T.	½El..	Cant..	I.Fw.	I.Fw.	D.M.	W.W..	Disk..	2350
Armstrong Siddeley	30	136	56	33x6	6	90x133	3.5x5.25	302	I...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Cla..	Grav.	M..	MD..	T.T.	3	C...	1-Met..	½Fl..	Sp....	4	T.T.	T.T.	½El..	Cant..	I.Fw.	I.Fw.	D.M.	W.W.	Disk..	2800
Arrol Aster	17–50	127	56	31x5.25	6	67.5x110	2.7x4.3	144	Sl...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	SP....	Eng..	4	R...	1-Met..	FF....	Sp....	4.1	T.T.	T.T.	½El..	Cant..	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	.....
Arrol Aster	21–60	135	56	33x6	6	75x115	2.9x4.5	186	I...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	DP....	Eng..	4	R...	1-Met..	FF....	Sp....	4.2	T.T.	T.T.	½El..	Cant..	I.Rw.	I.Fw.	Servo	W.W.	H.S.	2750
Arrol Johnston	15–40	117	56	31x5.25	4	80x120	3.1x4.75	146	I...	4	Sep.	CI..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	SP....	Eng..	4	R...	1-Met..	FF....	Sp....	4.1	T.T.	T.T.	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2200
Ashton Evans	11–16	96	48	26x3	4	66x110	2.6x4.3	91	L...	4	Sep.	CI..	CC..	Ch..	ThS..	PrCs.	Cox..	Grav.	M..	Co....	Sep...	3	C...	2-Fab..	FF....	Sp....	4	R. R	T.A.	Trans.	Trans.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1150
Aster	21–60	135	56	33x6	6	75x115	2.9x4.5	186	I...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	DP....	Eng..	4	R...	1 Met..	FF....	Sp....	4.2	T.T.	T.T.	½El.	Cant..	I.Rw.	I.Fw.	Servo	W.W.	H.S.	2750
Aster	24–70	147	56	33x6.75	6	80x115	3.1x4.5	210	Sl...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	K..	DP....	Eng..	4	R...	1-Met..	FF....	Sp....	4.6	T.T.	T.T.	½El..	Cant..	I.Rw.	I.Fw.	Servo	W.W.	Wire.	2650
Aston Martin	12	114	52	29x4.4	4	69x99	2.7x3.8	90	I...	4	Int..	Al..	OH..	Ch..	Pump.	PrCs.	.....	Vac..	M..	SP....	Sep...	4	R...	1-Met..	½Fl..	Wo....	Var.	T.T.	T.T.	½El..	½El..	I.Fw.	I.Fw.	D.M.	W.W.	Wire.	1600
Austin	7	75	40	26x3.5	4	56x76	2.2x3	45	I...	4	Sep.	Al..	CC..	He.	ThS..	SpPr.	Zen..	Grav.	M..	SP....	Eng..	3	C...	1-Met..	¾Fl..	Sp....	4.9	T.T.	T.T.	Trans.	¼El..	I.Fw.	I.Rw.	D.M.	W.W.	Wire.	620
Austin	12	112	56	29x4.75	4	72x114.5	2⅛x4½	112	L...	4	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	SP....	Eng..	4	C...	F&M..	¾Fl..	Sp....	5.1	Sp.	Sp..	½El..	½El..	E.Tr	I.Fw.	D.M.	W.W.	H.S.	1450
Austin	16	112	56	29x4.75	6	65.5x111	2⅛x4⅜	137	L...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	B..	SP....	Eng..	4	C...	F&M..	¾Fl..	Sp....	5.1	Sp.	Sp..	½El..	½El..	E.Tr	I.Fw.	D.M.	W.W.	H.S.	1600
Austin	20	130	56	31x5.25	4	95x127	3¾x5	220	L...	4	Sep.	Al..	CC..	Ch..	Pump.	PrCc.	Zen..	Vac..	M..	SP....	Eng..	4	C...	2-Met..	¾Fl..	Sp....	3.9	Sp.	Sp..	½El..	½El..	E.Tr	I.Fw.	D.M.	W.W.	H.S.	2350
Austin	20	136	56	31x5.25	6	80x115	3.1x4.5	210	L...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	SP....	Eng..	4	C...	2-Met..	¾Fl..	Sp....	4.6	Sp.	Sp..	½El..	½El..	E.Tr	I.Fw.	D.M.	W.W.	H.S.	2500
Bayliss Thomas	12–27	108	52	27x4.4	4	69x100	2.7x3.9	91	I...	4	Int..	CI..	CC..	Bev.	ThS..	SpPr.	Zen..	Grav.	M..	Co....	Eng..	3	C...	2-Fab..	½Fl..	Sp....	4.5	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	Ca....	H.S.	1450
Bean	14	110	49	28x4.95	4	75x135	2.9x4.7	145	L...	4	Int..	CI..	CC..	Ch..	Pump.	PrCs.	Smi..	Vac..	M..	MD..	Eng..	4	R...	2-Met..	¾Fl..	Sp....	4.7	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1800
Bean	14–40	120	56	29x4.95	4	75x130	2.9x5.1	140	L...	4	Int..	Al..	CC..	He.	ThS..	PrCs.	Sol...	Vac..	B..	SP....	Sep...	4	R...	1-Met..	¾Fl..	Wo....	4.4	T.T.	T.T.	¼El..	¼El..	I.Fw.	I.Fw.	D.M.	W.W.	H.S.	1800
Bean	18–50	122	56	31x5.25	6	69x120	2.7x4.75	164	I...	6	Int..	CI..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	SP....	Eng..	4	R...	2-Met..	FF....	Sp....	4.7	Sp.	Sp..	½El..	½El..	I.Fw.	I.Fw.	D.M.	W.S..	H.S.	2250
Beardmore	16–40	126	55	33x6	4	80x120	3.1x4.75	145	L...	4	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Vac..	M..	SP....	Sep...	4	R...	2-Fab..	FF....	Sp....	4.8	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.S..	H.S.	2460
Bently	16	118	53½	32x4½	4	80x149	3.1x5.8	183	I...	4	Sep.	Al..	OH..	Bev.	Pump.	PrCs.	S.U..	Vac..	M..	Co....	Sep...	4	R...	2-Met..	½Fl..	Sp....	3.8	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M...	W.W.	Wire.	2240
Bentley	25	130	53½	31x5 25	4	100x140	3.9x5.5	255	I...	4	Sep.	Al..	OH..	Bev.	Pump.	PrCs.	S.U..	Vac..	M..	Co....	Sep...	4	R...	2-Met..	½Fl..	Sp....	3.5	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	Wire.	2800
Bentley	37	151	53½	33x6.75	6	100x140	3.9x5.5	402	I...	6	Sep.	Al..	OH..	Ecc.	Pump.	PrCs.	Smi..	Vac..	K..	SP....	Sep...	4	R...	2-Met..	½Fl..	Sp....	3.5	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	Vac..	W.S..	Wire	3690
Beverley Barnes	18	122	56	31x5.25	8	63.5x108	2.5x4.25	166	I...	8	Sep.	Al..	OH..	Ch..	Pump.	PrCs.	Strom.	Vac..	B..	SP....	Eng..	4	R...	2-Met..	FF....	Sp....	4.7	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	HS..	2240
Beverley Barnes	30	150	58	33x6	8	80x120	3.1x4.75	297	I...	8	Sep.	Al..	OH..	He..	Pump.	PrCs.	Strom.	Vac..	B..	MD..	Eng..	4	C...	1-Fab..	¾Fl..	Sp....	4.9	T.T.	Sp	½El..	½El..	I.Rw.	I.Fw.	Vac..	W.W.	HS..	3140
Bond	12–50	105	52	27x4.4	4	69x100	2.7x3.9	91	I...	4	Sep.	Al..	CC..	He.	ThS..	PrCs	Zen..	Grav.	M..	Co....	Eng..	4	C...	1-Fab..	½Fl..	Sp....	4.3	T.T.	T.T.	¼El.	¼El..	I.Rw.	I.Fw.	D.M.	Ca....	Wire.	1450
Bond	21–70	120	56	30x5.75	6	75x120	2.9x4.75	194	I...	6	Int..	Al..	CC..	He..	Pump.	PrCs.	Zen..	Grav.	M..	SP....	Eng..	4	C...	1-Fab..	½Fl..	Sp....	4.7	Sp.	Sp.	½El..	½El..	I.Rw.	I.Fw.	D.M.	Ca....	Wire.	2350
Briton	10	99	47	27x4.4	4	63x110	2.5x4.3	83	L...	4	Sep.	CI..	CC..	Ch..	ThS..	SpPr.	Zen..	Grav.	M..	SP....	Eng..	3	C...	2-Fab..	½Fl..	Wo....	4.4	Sp.	Sp.	½El..	½El..	I.Rw.	E.Tr.	.....	W.W.	H.S..	1750
Briton	12	109	53	28x4.95	4	68x120	2.6x4.75	106	L...	2	Sep.	CI..	CC..	Ch..	ThS..	SpPr.	Zen ..	Grav.	M..	Co....	Sep...	3	C...	2-Fab..	½Fl..	Sp....	4.1	So.	T.A.	½El..	½El..	I.Rw.	E.Tr	.....	W.W	H.S..	2040
Brocklebank	15	116	56	30x5.25	6	63.5x108	2.5x4.25	125	I...	6	Int..	Al..	CC..	Ch..	Pump.	PrCs.	Strom.	Vac..	M..	SP....	Eng..	3	C...	2-Met..	½Fl..	Sp....	4.75	Sp.	Sp..	½El..	½El..	E.Tr.	I.Fw.	Hyd..	W.W	Disk..	2650
Calthorpe	10	106	48	27x4.4	4	65x100	2.6x3.9	81	L...	4	Sep.	CI..	CC..	Ch..	ThS..	SpPr.	Sol...	Grav.	M..	Co....	Eng..	3	R...	1-Met..	½Fl..	Sp....	....	T.T.	T.T.	¼El.	½El..	I.Rw.	I.Fw.	D.M.	W.W	Disk..	1620
Calthorpe	12	108	48	28x4.95	4	69x100	2.7x3.9	91	L...	4	Sep.	CI..	CC..	Ch..	Pump.	PrCs.	Zen..	Grav.	M..	SP....	Eng..	4	R...	2-Fab..	½Fl..	Sp....	....	Sp.	Sp.	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W.	H.S..	1850
Chambers	18	126	56	32x4.5	6	69x120	2.7x4.75	164	I...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Zen..	Grav.	M..	SP....	Eng..	4	R...	1-Met..	¾Fl..	Wo....	4.3	T.T.	T.T.	½El..	¾El..	I.Rw.	I.Fw.	D.M.	Ca....	H.S..	2350
Cluley	14–30	111	52	29x4.95	4	75x110	2.9x4.3	118	L...	4	Sep.	Al..	CC..	St..	ThS..	PrCs.	Sol...	Vac..	M..	Co....	Sep...	4	R...	2-Fab..	FF....	Sp....	4.8	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M	W.S..	H.S..	.....
Cluley	14–50	111	56	29x4.95	4	75x120	2.9x4 75	129	L...	4	Sep.	Al..	CC..	He..	ThS..	PrCs.	Sol...	Vac..	M..	Co....	Eng..	4	R...	2-Fab..	¾Fl..	Sp....	4.6	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	Ca....	H.S..	.....
Clyne	11	87	45	27x4.4	4	58x90	2.3x3.1	58	L...	4	Int..	CI..	CC..	He..	ThS..	SpPr..	Cox..	Grav.	M..	SP....	Eng..	3	C...	2-Fab..	½Fl..	Sp....	5.5	Sp.	T.A.	½El..	¼El..	I.Fw.	I.Fw.	D.M.	W.N.	H.S..	1010
Clyne	12–35	105	48	27x4.4	4	66x100	2.6x3.9	83	L...	4	Int..	CI..	CC..	Ch..	ThS..	SpPr..	Cox..	Grav.	M..	Co....	T.T..	3	R...	1-Fab..	½Fl..	Sp....	4.8	T.T.	T.T.	½El..	¼El..	I.Fw.	I.Fw.	D.M.	W.N.	H.S..	1200
Clyne	9	108	48	29x4.95	4	69.5x105	2.75x4.2	97	L...	4	Int..	CI..	CC..	Ch..	ThS..	PrCs..	Cox..	Vac..	M..	Co....	T.T..	3	R...	1-Fab..	½Fl..	Sp....	5	T.T.	T.T.	½El..	¼El..	I.Fw.	I.Fw.	D.M.	W.W	H.S..	1300
Crossley	14	112	56	29x4.75	4	80x120	3.1x4.75	146	L...	4	Int..	Al..	CC..	Ch..	ThS..	PrCs.	Sol...	Grav.	M..	SP....	Eng..	3	C...	2-Fab..	½Fl..	Sp....	4.37	Sp.	Sp..	½El..	½El..	I.Tr..	I.Fw.	D.M.	W.W	H.S..	1900
Crossley	20	125	56	31x5.25	6	75x120	2.9x4.75	195	I...	6	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Smi..	Vac..	M..	SP....	Eng..	4	R...	2-Met..	½Fl..	Sp....	4.76	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W	H.S..	2460
Daimler	16–55	117	52	31x5.25	6	65x94	2.55x3.7	114	Sl...	3	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Own..	Vac..	K..	DP....	Eng..	3	C...	2-Met..	½Fl..	Wo....	5.4	Sp.	Sp..	½El..	½El..	I.Tr..	I.Fw.	Vac..	Ca....	Wire.	2050
Daimler	20–70	133	55	33x6	6	73.5x104	2.9x4.1	161	Sl...	3	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Own..	Vac..	K..	SP....	Sep...	4	C...	2-Met..	½Fl..	Wo....	4.9	Sp.	Sp..	½El..	½El..	I.Tr..	I.Fw.	Vac..	W.S..	Wire.	2600
Daimler	25–85	142	55	33x6	68	1.5x114	3.2x4.5	207	Sl...	3	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Own..	Vac..	K..	SP....	Sep...	4	C...	2-Met..	½Fl..	Wo....	4.9	Sp.	Sp..	½El..	½El..	I.Tr..	I.Fw.	Vac..	W.S..	Wire.	2900
Daimler	35-120	148	60	34x6.75	6	97x130	3.8x5.1	352	Sl...	3	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Own..	Vac..	K..	SP....	Sep...	4	C...	2-Met..	FF....	Wo....	4.1	Sp.	Sp..	½El..	½El..	I.Tr..	I.Fw.	Vac..	W.S..	Wire.	3920
Daimler	30	142	54	33x6	12	65x94	2.55x3.7	228	Sl...	3	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Own..	Vac..	K..	SP....	Sep...	3	R...	2-Fab..	½Fl..	Wo....	5.4	Sp.	Sp..	½El..	½El..	I.Tr..	I.Fw.	Vac..	W.S..	Wire	3140
Daimler	50	163	60	36x7.5	12	81.5x114	3.2x4.5	414	Sl...	3	Sep.	Al..	CC..	Ch..	Pump.	PrCs.	Own..	Vac..	K..	SP....	Sep...	4	C...	2-Met..	FF....	Wo....	4.9	Sp.	Sp..	½El..	½El..	I.Tr..	I.Fw.	Vac..	W.S..	Wire.	4860
Frazer Nash	12	105	43	27x4.4	4	69x100	2.7x3.9	91	L...	4	Sep.	Al..	CC..	Ch..	ThS..	PrCs.	Sol...	Grav.	M..	SP....	Sep...	3	R...	2-Fab..	½Fl..	Ch....	3.8	R. R	T.A.	¼El..	¼El..	I.Rw.	I.Fw.	D.M.	Bev..	Wire.	1120
Galloway	12	114	56	29x4.95	4	69.5x110	2.75x4.3	101	I...	4	Sep.	CI..	CC..	Ch..	Pump.	PrCs.	.....	Vac..	M..	Sp....	Eng..	4	R...	1-Met..	FF....	Sp....	4.9	T.T.	T.T.	½El..	¼El..	I.Rw.	I.Fw.	D.M.	W.W	H.S..	1570
G. N.	12	102	42	28x3	4	69x100	2.7x3.9	91	L...	4	Sep.	Al..	CC..	Ch..	ThS..	PrCs.	Sol...	Grav.	M..	DP....		3	R...	.....	FF....	Ch....	3.2	R. R	T.A.	¼El..	¼El..	I.Rw.	I.Rw.		Bev..	Wire.	850
G. W. K.	11	111	48	27x4.4	4	66x100	2.6x3.9	83	L...	4	Int..	CI..	CC..	Ch..	ThS..	Spl...	Zen..	Grav.	M..	Fr....	.....		R...	2-Fab..	FF....	Sp....	4.2	Sp.	Sp..	¼El..	¼El..	I.Tr..	I.Fw.	D.M.	Spur.	Wire.	1340
Gwynne	8	96	46	27x4.4	4	57x100	2.2x3.9	62	I...	4	Sep.	Al..	CC..	He.	ThS..	PrCs.	S.U..	Grav.	M..	Co....	Eng..	3	C...	1-Fab..	½Fl..	Sp....	5.3	R. R	T.T.	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W	H.S..	1230
Gwynne	10	96	46	27x4.4	4	63x100	2.5x3.9	76	I...	4	Int..	Al..	CC..	He..	ThS..	PrCs..	Sol...	Grav.	B..	Co....	Eng..	3	C...	1-Fab..	½Fl..	Sp....	5.3	R. R	T.T.	½El..	½El..	I.Rw.	I.Fw.	D.M.	W.W	H.S..	1250
Gwynne	14	118	54	30x5.25	4	75x110	2.9x4.3	118	I...	4	Int..	Al..	CC..	He..	ThS..	PrCs..	S.U..	Vac..	M..	SP....	Sep...	4	R...	1-Fab..	½Fl..	Sp....	....	T.T.	T.T.	½El..	Cant..	I.Rw.	I.Fw.	D.M..	W.W	H.S..	2050
Hampton	12	111	52	28x4.95	4	69x100	2.7x3.9	91	I...	4	Sep.	Al..	CC..	He..	ThS..	PrCs..	Zen...	Grav..	M..	MD..	Eng..	4	R...	2-Fab....	½Fl..	Sp....	4.7	Sp.	Sp..	½El..	½El..	I.Rw.	I.Fw.	D.M..	W.S..	H.S..	1200

Hampton	15	120	52	28x4.95	6	63x90	2.5x3.5	102	L	6	Sep.	Al.	CC.	Ch.	ThS	PrCs.	Zen.	Grav.	M	SP	Eng.	4	R.	2-Fab.	½Fl.	Sp.	4.7	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.S.	H.S.	1460
H. E.	16	126	54	32x5	6	65x115	2.55x4.5	140	L	6	Sep.	Al.	CC.	Ch.	Pump.	PrCs.	Strom.	Vac.	B.	MD	Sep.	4	R.	1-Met.	FF	Sp.	4.7	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.N.	Wire.	2250
Hillman	14	114	52	29x4.95	4	72x120	2.8x4.75	119	L	4	Int.	Al.	CC.	Ch.	ThS	SpPr.	Zen.	Vac.	M.S	P	Eng.	4	R.	2-Fab.	½Fl.	Sp.	5.1	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1600
Horstman	9	108	48	27x4.4	4	63x100	2.5x3.9	76	L	4	Int.	Al.	CC.	Ch.	ThS	PrCs.	Sol.	Grav.	B.	SP	Sep.	3	C.	1-Fab.	½Fl.	Sp.	5	Sp.	T.T.	¼El.	¼El.	I.Rw.	I.Fw.	D.M.	Bev.	Disk.	1500
Horstman	12	115	55	28x4.95	4	69x100	2.7x3.9	91	L	4	Sep.	Al.	CC.	St.	ThS	PrCs.	Cox.	Grav.	M	SP	Eng.	4	R.	1-Fab.	½Fl.	Sp.	5	Sp.	T.T.	¼El.	¼El.	I.Rw.	I.Fw.	D.M.	Bev.	Disk.	2100
Humber	9	102	48	27x4.4	4	58x100	2.3x3.9	64	F	4	Sep.	Al.	CC.	He.	ThS	Spl.	Cox.	Vac.	M	Co.	Eng.	3	R.	2-Fab.	½Fl.	Sp.	4.9	Sp.	Sp.	½El.	½El.	E.Tr.	Fw.	D.M.	W.W.	H.S.	1300
Humber	14	116	56	30x4.75	4	75x116	2.9x4.55	125	F	4	Sep.	Al.	CC.	He.	ThS	SpPr.	Cox.	Vac.	M	SP	Sep.	4	R.	F&M	½Fl.	Sp.	4.8	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2300
Humber	20	126	57	31x5.25	6	75x116	2.9x4.55	187	F	6	Sep.	Al.	CC.	He.	Pump.	PrCs.	Zen.	Vac.	M	SP	Sep.	4	R.	F&M	½Fl.	Sp.	4.64	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Vac.	W.W.	H.S.	2750
Invicta	20	120	52	30x5.25	6	72.5x120	2.8x4.75	181	I	6	Sep.	Al.	CC.	Ch.	Pump.	PrCs.	Sol.	Vac.	K.	SP	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca.	Wire.	2300
Jowett	7	102	45	27x4.4	2	75x102	2.95x4	55	L	1	Sep.	CI.	CC.	St.	ThS	PrCs.	Zen.	Grav.	M	Co.	Eng.	3	R.	2-Fab.	½Fl.	Sp.	4.66	Sp.	Sp.	½El½	El	I.Rw.	I.Tr.		Sp.	H.S.	1180
Lagonda	14	120	54	31x4.75	4	72x120	2.8x4.7	119	I	4	Int.	Al.	OH	Ch.	Pump.	PrCs.	Zen.	Vac.	M	SP	Sep.	4	R.	2-Met.	½Fl.	Sp.	4.6	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca.	Wire.	2350
Lagonda	16	129	56	31x5.25	6	69x120	2.7x4.7	157	I	6	Int.	Al.	CC.	Ch.	ThS	PrCs.	Zen.	Vac.	M	SP	Sep.	4	R.	2-Met.	½Fl.	Sp.	5.3	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca.	Wire.	2650
Lanchester	21	133	54	31x5.25	6	78.7x114	3x1x4.5	191	I	6	Sep.	Al.	OH.	Wo.	Pump.	PrCs.	Smi.	Vac.	M	SP	Eng.	4	R.	1-Met.	¾Fl.	Wo.	4.9	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	D.M.	W.N.	Wire.	
Lanchester	40	150	58	33x6.75	6	101.7x127	4x5	376	I	3	Sep.	Al.	OH.	Wo.	Pump.	PrCs.	Smi.	Vac.	K.	SP	Eng.	3	R.	1-Met.	FF	Wo.	3.55	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Hyd.	W.N.	Wire.	
Lea-Francis	10	105	45	27x4.4	4	63x100	2.5x3.9	76	I	4	Int.	CI.	CC.	He.	ThS	Spl.	Sol.	Grav.	M	Co.	Eng.	4	R.	2-Fab.	½Fl.	Sp.	4.7	Sp.	T.A.	½El.	¼El.	I.Tr.	I.Fw.	D.M.	W.W.	Disk.	1320
Lea-Francis	12	111	50	27x4.4	4	69x100	2.7x3.9	91	I	4	Sep.	Al.	CC.	He.	ThS	PrCs.	Sol.	Grav.	M	Co.	Eng.	4	R.	2-Met.	½Fl.	Sp.	4.7	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Vac.	W.W.	Wire.	1500
Lea-Francis	14	117	52	28x4.95	6	60x100	2.4x3.9	103	I	6	Sep.	Al.	OH.	Ch.	ThS	PrCs.	Sol.	Vac.	M	SP	Eng.	4	R.	2-Met.	½Fl.	Sp.	5.5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Vac.	Ca.	Wire.	2570
Marendaz	9	104	48	27x4.4	4	59x100	2.4x3.9	66	I	4	Int.	Al.	CC.		ThS	PrCs.	Sol.	Vac.	M	Co.	Sep.	3	C.	1-Met.	½Fl.	Sp.		T.T.	T.T.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	W.W.	Wire.	1450
Marendaz	11	104	48	27x4.4	4	69x100	2.7x3.9	91	L	4	Int.	Al.	CC.		ThS	PrCs.	Sol.	Vac.	M	Co.	Sep.	3	C.	1-Met.	½Fl.	Sp.		T.T.	T.T.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	W.W.	Wire.	1560
M. G.	14	106	48	28x4.95	4	75x102	2.9x4	110	L	4	Int.	Al.	CC.	He.	ThS	SpPr.	Sol.	Grav.	M	DP	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.4	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca.	Wire.	1750
Morris-Cowley	12	105	48	27x4.4	4	69.5x102	2.7x4	94	L	4	Int.	Al.	CC.	He.	ThS	SpPr.	Smi.	Grav.	M	DP	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.75	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1460
Morris-Oxford	12	107	48	28x4.95	4	69.5x102	2.7x4	94	L	4	Int.	Al.	CC.	He.	ThS	SpPr.	Smi.	Grav.	M	DP	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.75	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1620
Morris-Oxford	14	107	48	28x4.95	4	75x102	2.9x4	110	L	4	Int.	Al.	CC.	He.	ThS	SpPr.	Smi.	Grav.	M	DP	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.75	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1620
Morris-Oxford	16	114	56	31x5.25	4	80x125	3.1x4.9	152	L	4	Int.	Al.	CC.	He.	Pump.	SpPr.	Smi.	Grav.	M	DP	Eng.	4	C.	1-Met.	¾Fl.	Sp.	3.5	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2250
Morris-Oxford	18	114	48	29x4.95	6	69x110	2.7x4.3	150	I	6	Int.	Al.	OH.	Ch.	Pump.	PrCs.	S.U.	Vac.	M	DP	Eng.	3	C.	1-Met.	¾Fl.	Sp.	4.4	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2000
Orleans	20	126	56	34x6	4	80x130	3.1x5.1	158	L	4	Sep.	Al.	CC.		Pump.	PrCs.	Own.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.		T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1800
Owen	60	150	58	36x5	8	90x150	3.5x6.1	465	L	8	Sep.	Al.	CC.		Pump.	PrCs.	Own.	Vac.	K.	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.		T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2600
Rhode	11	108	51	27x4.4	4	66x90	2.6x3.5	75	I	4	Int.	Al.	CC.	He.	ThS	SpPr.	Cox.	Grav.	M	SP	Eng.	3	C.	1-Met.	½Fl.	Sp.	4.8	T.T.	T.T.	½El.	¼El.	E.Tr.	I.Fw.	D.M.	W.W.	H.S.	1350
Riley	9	106	47	27x4.4	4	60.3x95.2	2.4x3.75	66	I	4	Int.	Al.	CC.	He.	ThS	PrCs.	Zen.	Grav.	M	Co.	Eng.	4	R.	1-Met.	¾Fl.	Sp.	5.25	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1230
Riley	12	114	52	29x4.95	4	69x110	2.7x4.3	100	L	4	Int.	Al.	CC.	Ch.	ThS	SpPr.	Zen.	Grav.	M	SP	Sep.	4	Opt.	2-Fab.	½Fl.	Sp.	5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1680
Rolls Royce	20	129	56	32x5.25	6	76x114	3x4.5	190	I	6	Sep.	Al.	CC.	He.	Pump.	PrCs.	Own.	Vac.	K.	SP	Eng.	4	R.	2-Met.	FF	Sp.	4.5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Ser.	W.N.	Wire.	2660
Rolls Royce	40–50	144	58	33x6.75	6	108x140	4.25x5.5	470	I	3	Sep.	Al.	CC.	He.	Pump.	PrCs.	Own.	Vac.	K.	SP	Sep.	4	R.	1-Met.	FF	Sp.	3.5	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Ser.	W.N.	Wire	4310
Rover	10	104	48	27x4.4	4	63x95	2.5x3.75	72	I	4	Int.	Al.	CC.	Ch.	Pump.	PrCs.	Smi.	Grav.	M	SP	Eng.	3	C.	1-Met.	½Fl.	Sp.	5.2	T.T.	T.T.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1570
Rover	16	120	54	32x5.25	4	80x120	3.1x4.75	147	I	4	Sep.	Al.	OH.	He.	Pump.	PrCs.	Strom.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	5	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.S.	H.S.	2350
Rover	16	118	56	30x4.95	6	56x101.6	2.25x4	123	I	6	Int.	Al.	CC.	Ch.	Pump.	PrCs.	Strom.	Vac.	B.	M.D.	Eng.	3	C.	1-Met.	½Fl.	Sp.	5.3	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.S.	H.S.	2000
Seabrooke	12	105	48	28x4.95	4	69x100	2.7x3.9	91	I	4	Sep.	Al.	CC.	He.	ThS	SpPr.	Zen.	Grav.	M	Co.	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.3	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1320
Singer	8	90	44	27x4.4	4	56x86	2.2x3.4	52	I	4	Int.	Al.	OH.	Ch.	ThS	Spl.	Sol.	Grav.	M	SP	Eng.	3	C.	1-Met.	½Fl.	Sp.	5	T.T.	T.T.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	Plan.	Disk.	800
Singer	12	108	52	28x4.95	4	69x105	2.7x4.2	85	I	4	Int.	Al.	CC.	He.	ThS	Spl.	Sol.	Vac.	M	SP	Eng.	3	R.	2-Met.	½Fl.	Sp.	4.5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Vac.	Ca.	H.S.	1700
Singer	14	115	56	29x4.95	6	63x95	2.5x3.75	[illegible]	I	6	Int.	Al.	CC.	He.	Pump.	Spl.	Sol.	Vac.	M	SP	Eng.	3	R.	2-Met.	½F	Sp.	5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Vac.	Ca.	H.S.	1950
Standard	9	92	45	27x4.4	4	60x102	2.4x4	70	L	4	Int.	Al.	CC.	Ch.	ThS	PrCs.	Zen.	Grav.	M	SP	Eng.	3	C.	2-Met.	½Fl.	Wo.	5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.N.	H.S.	1120
Standard	14	116	56	29x4.95	4	75x110	2.9x4.3	118	I	4	Int.	Al.	CC.	Ch.	ThS	PrCs.	Zen.	Vac.	M	SP	Sep.	3	R.	2-Met.	½Fl.	Wo.	4.6	Sp.	Sp.	½El.	½El.	E.Tr.	I.Fw.	D.M.	W.W.	H.S.	1800
Standard	18	116	56	31x5.25	6	68x102	2.7x4	134	I	6	Int.	Al.	CC	Ch.	ThS	PrCs.	S U.	Vac.	M	SP	Sep.	3	R.	2-Met.	½Fl.	Wo.	5.25	Sp.	Sp.	½El.	½El.	E.Tr.	I.Fw.	D.M.	W.W.	H.S.	2050
Star	12	116	56	29x4.75	4	69x130	2.7x5.1	118	I	4	Int.	Al.	CC.	He	Pump.	SpPr.	Sol.	Vac.	M	SP	Eng.	4	Opt.	2-Fab.	½Fl.	Sp.	4.4	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1828
Star	18	120	56	30x4.75	6	69x110	2.7x4.3	150	I	6	Int.	Al.	CC	He.	Pump.	PrCs.	Cox.	Vac.	M	SP	Eng.	4	C.	2-Fab.	½Fl.	Sp.	4.4	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1950
Star	20	135	56	33x6.0	6	75x120	2.9x4.75	194	I	6	Int.	Al.	CC.	He.	Pump	PrCs.	Sol.	Vac.	M	DP	Eng.	4	Opt.	2-Fab.	½Fl.	Sp.	4.8	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2600
Stringer	9	106	48	28x3.5	4	60x94	2.4x3.75	66	L	4	Sep.	CI.	CC.	Ch.	ThS	Spl.	Zen.	Grav.	M	Co.	Sep.	3	R.	1-Fab.	½Fl.	Bev.	4.1	T.T.	T.A.	¼El.	¼El.	I.Rw.	E.Rw		W.W.	Disk.	1450
Stringer	11	106	48	28x3.5	4	67x94	2.6x3.75	80	L	4	Sep.	CI.	CC.	Ch.	ThS	Spl.	Zen.	Grav.	M	Co.	Sep.	3	R.	1-Fab.	½Fl.	Bev.	4.1	T.T.	T.A.	¼El.	¼El.	I.Rw.	E.Rw		W.W.	Disk.	1500
Sunbeam	16	126	55	30x4.75	6	67.5x95	2.6x3.75	124	I	6	Int.	Al.	CC.	He.	Pump.	PrCs	Cla.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.3	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	D.M.	W.N.	H.S.	2460
Sunbeam	20	124	55	31x5.25	6	75x110	2.9x4.3	177	I	6	Sep.	Al.	CC.	Ch.	Pump.	PrCs.	Cla.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	5	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	D.M.	W.N.	Wire.	2650
Sunbeam	25	137	57	33x6	6	80x120	3.1x4.75	220	I	6	Sep.	Al.	CC.	Ch.	Pump.	PrCs.	Cla.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.5	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Vac.	W.N.	Wire.	3150
Sunbeam	21	130	55	31x5.25	6	75x110	2.9x4.3	177	I	6	Sep.	Al.	OH.	He.	Pump.	PrCs.	Cla.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.5	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Vac.	W.N.	Wire.	3024
Sunbeam	30	137	57	33x6	8	80x1[illegible]0	3.1x4.75	294	I	8	Sep.	Al.	CC.	He.	Pump.	PrCs.	Cla.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	4	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Ser.	W.N.	Wire.	3470
Sunbeam	35	147	59	35x5.75	8	85x12[illegible]	3.3x4.75	332	I	8	Sep.	Al.	CC.	He.	Pump.	PrCs.	Cla.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	4.7	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	Ser.	W.N.	Wire.	3320
Surrey	10	110	48	27x4.5	4	63x100	2.5x3.9	76	I	4	Sep.	Al.	CC.	Ch.	ThS	SpPr.	Zen.	Grav.	M	Co.	Eng.	3	R.	2-Fab.	½Fl.	Sp.		Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	Disk.	1700
Surrey	12	110	48	27x4.4	4	69x100	2.7x3.9	91	I	4	Sep.	Al.	CC.	Ch.	ThS	SpPr.	Zen.	Grav.	M	Co.	Eng.	4	R.	2-Fab.	½Fl.	Sp.		Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1750
Surrey	18	110	56	30x5.25	6	69.8x122	2.8x3.75	170	L	6	Sep.	Al.	CC.	Cn.	Pump.	PrCs.	Zen.	Grav.	B.	SP	Eng	3	C.	2-Fab.	½Fl.	Sp.		Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1970
Swift	10	102	46	27x4.4	4	62.5x97	2.5x3.8	72	L	4	Int.	Al.	CC.	He.	ThS	PrCs.	Sol.	Grav.	M	SP	Eng.	3	R.	2-Fab	½Fl.	Sp.	5	Sp.	T.A.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	W.N.	H.S.	1230
Swift	14.	114	52	29x4.95	4	72x120	2.8x4.75	119	L	4	Int.	Al.	CC.	He.	ThS	PrCs.	Sol.	Grav.	M	SP	Eng.	4	R	1-Fab.	½Fl.	Sp.	5	T.T.	T.T.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.N.	H.S.	1790
Talbot	14	120	55	30x4.75	6	61x95	2.4x3.7	102	I	6	Int.	Al.	CC.	He.	ThS	PrCs.	Smi.	Vac.	B.	SP	Eng.	4	R.	1-Met.	½Fl.	Sp.	5.9	T.T.	T.T.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	W.N.	H.S.	2020
Talbot	20	128	55	32x5	6	75x110	2.9x4.3	176	I	6	Int.	Al.	CC.	Ch.	Pump.	PrCs.	Cla.	Vac.	M	SP	Eng.	4	R.	1-Met.	½Fl	Sp.	5	T.T.	T.T.	½El.	Cant.	I.Rw.	I.Fw.	D.M.	W.N.	Wire.	2400
Triumph	8	81	42	27x4	4	56.5x83	2.25x3.3	50	L	4	Int.	Al.	CC.	Ch.	ThS	PrCs.		Grav.	M	SP	Eng.	3	C.	1-Fab.	¾Fl	Wo.	5.2	Sp.	T.T.	½El.	¼El.	I.Tr.	I.Rw.	Hyd.	W.W.	H.S.	730
Triumph	15	112	56	31x5.25	4	77.5x115	3.1x4.5	132	L	4	Int.	Al.	CC.	Ch.	Pump	PrCs.	Zen.	Vac.	M	SP	Eng.	3	C.	2-Fab.	½Fl	Sp.	5.1	Sp.	Sp.	½El.	½El.	I.Tr.	I.Fw.	Hyd.	Ca.	H.S.	1850
Trojan	10	96	48	28x3.5	4	63.5x117.5	2.5x4.6	90	V	4	Int.	CI.			ThS	PrS.	Amac.	Grav.	M		Sep.	2	R.		½Fl.	Ch.	4	Sp.	Sp.	Cant.	Cant.	E.Tr.	I.Rw.		Plan.	Disk.	1320
Turner	12	108	48	28x3.5	4	69x100	2.7x3.9	91	L	4	Sep.	CI.	CC.	He.	ThS	SpPr.	Zen.	Grav.	M	SP	Eng.	3	Opt.	2-Fab.	½Fl.	Sp.	4.3	R.R	T.A.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1350
Vauxhall	20	123	56	31x5.25	6	73x110	2.8x4.3	168	I	6	Int.	CI.	CC.	Ch.	Pump.	PrCs.	Cla.	Vac.	B.	SP	Eng.	4	C.	2-Fab.	½Fl.	Sp.	4.73	Sp.	Sp.	½El.	½El.	E.Tr.	I.Fw.	D.M.	Ca.	H.S.	2350
Vauxhall	25	136	56	33x6.75	6	81.5x124	3.2x4.8	236	Sl.	6	Sep.	Al.	CC.	He.	Pump.	PrCs.	S U.	Vac.	M	MD	Sep.	4	R.	2-Met.	½Fl.	Sp.	4.5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Hyd.	W.W.	Wire.	3700
Vauxhall	30	118	54	32x4.5	4	98x140	3.8x5.5	259	I	4	Sep.	Al.	CC.	Ch.	Pump.	PrCs.	Zen.	Vac.	M	M.D	Sep.	4	R.	2-Met.	½Fl.	Sp.	4	Sp.	T.A.	½El.	½El.	I.Rw.	I.Fw.	Hyd.	W.W.	Wire.	2800
Vulcan	14	112	46	28x4.95	6	60x100	2.3x3.9	103	I	6	Sep.	Al.	OH.	Ch.	ThS	PrCs.	Sol.	Grav.	M	SP	Eng.	§4	R.	1-Fab.	½Fl.	Wo.	5.2	R.R	T.T.	½El.	¼El.	I.Rw.	I.Fw.	Vac.	W.W.	H.S.	1520
Vulcan	16	117	56	30x4.95	6	65x100	2.55x3.9	121	I	6	Sep.	Al.	OH.	Ch.	ThS	PrCs.	Sol.	Vac.	M	SP	Eng.	§4	R.	2-Met.	½Fl.	Sp.	5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	Vac.	W.W.	Wire.	1800
Waverley	16	120	51	31x5.25	6	65x100	2.55x3.9	121	I	6	Sep.	Al.	CC.	He.	Pump.	SpPr.	Zen.	Vac.	M	Co	Eng.	4	R.	2-Fab.	¾Fl.	Sp.	4.3	Sp.	Sp.	½El.	¼El.	I.Rw.	I.Fw.	D.M.	Ca.	H.S.	1920
Whitlock	20	124	52	31x5.25	6	75x120	2.85x4.75	194	I	6	Sep.	Al.	CC.	Ch.	Pump.	PrCs.	Sol.	Vac.	M	SP	Eng.	4	R.	2-Met.	¾Fl.	Sp.	4.5	T.A.	T.A.	½El.	½El.	I.Rw.	I.Fw.	D.M.	Ca.	H.S.	2130
Wolseley	11	105	50	28x4.95	4	65x95	2.55x3.7	77	I	4	Int.	Al.	OH.	Bev	ThS	SpPr.	S U.	Grav.	M	SP	RA	3	R.	F&M	½Fl.	Wo.	5.25	Sp.	T.T.	¼El.	¼El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1350
Wolseley	12	106	54	28x4.95	4	69.5x101	2.7x4	94	I	4	Int.	Al.	OH.	Bev	ThS	PrCs.	S U.	Vac.	M	SP	Eng.	4	C.	2-Fab.	½Fl.	Sp.	5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1570
Wolseley	16	117	54	30x4.75	6	65x101	2.55x4	123	I	6	Int.	Al.	OH.	Bev	ThS	PrCs.	S U.	Vac.	M	SP	Eng	4	C.	2-Fab.	½Fl.	Sp.	5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	1850
Wolseley	21	127	56	31x5.25	8	65x101	2.55x4	164	I	8	Int.	Al.	OH.	Bev	ThS	PrCs.	S U.	Vac.	B.	SP	Eng.	4	C.	2-Fab.	½Fl.	Sp.	5	Sp.	Sp.	½El.	½El.	I.Rw.	I.Fw.	D.M.	W.W.	H.S.	2120

ABBREVIATIONS:

Al—Aluminum.
B—Battery.
Be—Bevel.
C—Central.
Ch—Chain.
Ca—Cam.
Cant—Cantilever.
CC—In Crankcase.
Cla—Claudel.
CI—Cast Iron.
Co—Cone.
DM—Direct Mechanical.
DP—Dual Plate.
½El—Half-elliptic.
¼El—Quarter-elliptic.
¾El—Three-quarter Elliptic.
Eng—Unit with Engine.
E Rw—External Rear Wheels.
E Tr—External Transmission.
F—In Head and Side.
Fab—Fabric.
F & M—One fabric & one metal.
F F—Full Floating.
½Fl—Semi-floating.
¾Fl—Three-quarter Floating.
Fr—Friction Disk Transmission
Feul—Oil mixed with fuel.
Grav—Gravity.
He—Helical Gear.
H S—Hollow Pressed Steel.
Hyd—Hydraulic
Int—Integral.
I—Valves in Head.
I.Fw—Internal Four Wheels.
I.Rw—Internal Rear Wheels.
I.Tr—Internal Transmission.
K—Magneto and Battery.
L—Valves at Side.
M—Magneto.
M D—Multiple Dry Plate.
Met—Metal.
Opt—Optional.
O H—Overhead.
Pr Cs—Pressure to Crankshaft. Bearings and big-ends through hollow crankshaft.
R—Right hand.
R A—Unit with Rear Axle.
R R—Radius Rods.
Sep—Separate.
Sl—Sleeve Valves.
Sp B—Spiral Bevel.
Sp—Spur Gears.
S P—Single Plate.
Smi—Smith.
Spl—Splash.
Sp Pr—Splash with Pressure.
Spr—Springs.
Sol—Solex.
St—Straight Bevel.
Str—Stromberg.
T A—Torque Arm.
Th S—Thermo Siphon.
T T—Torque Tube.
Tran—Transverse
V—Two cycle engine
Vac—Vacuum.
Var—Various.
Wo—Worm.
W N—Worm and Nut.
W S—Worm and Sector.
W W—Worm and Wheel.
Zen—Zenith.
*—Common Combustion Chamber for each pair of Cyls.
§—Triple eccentric drive.

Just Among Ourselves

Thought as a Chemical Progress

A QUESTION that has long been interesting from the standpoint of metaphysical speculation now seems to be getting scientific study and attention. Dr. R. W. Gerard at the University of Chicago is engaged in experiments to show that thought is a mere chemical process. His theory, according to Associated Press reports, is that all nerve stimulation results in chemical reactions, which produce heat. If his theory should prove correct, the theory itself would then have been proved to be a mere chemical reaction. We mention this item by way of a contrast in this particular issue that the indefiniteness of matter may be considered along with the extreme and desirable definiteness of the factual data upon which we indefinite humans find it possible to build our definitely indefinite industries.

* * *

Difficulty in Telling Right From Wrong

I BELIEVE that business can be run on a sound, high, fair basis . . . I want no profit derived from compromise with right." So spoke John D. Rockefeller, Jr., before the Senate oil investigation committee the other day. Plenty of other business leaders will agree with Mr. Rockefeller, applaud his sentiments and emulate his principles in action as best they can. The difficulty comes usually, however, not in any decision as to whether or not to rifle a cash register, but rather in a multitude of minor actions every day, where the definition of the terms right and fair are not at all clear and where such definitions vary strongly with the particular set of standards—or prejudices if you will—under which the executive making the decision happens to have been thrown in his earlier life. The same thing holds as regards soundness in the operation of an enterprise. Postmortem determination of business soundness is relatively easy; predetermination of the soundness of a policy is a real business job.

* * *

Where Statistics Are a Boon

IN this latter work, however, improvement in statistical methods, accumulation and turning up of more and more industrial and marketing facts and close economic study and interpretation of those facts are helping out considerably. On the basis of recorded experience, predetermination of what will happen through the coming together again of a given set of conditions becomes slightly easier.

* * *

Lack of Flexibility Hindering Ford

ALL reports indicate that even yet Ford isn't getting into quantity production as quickly as he had expected. Tales of new difficulties continue. Quite evidently the Ford organization is in the throes of an attempted psychological change such as we talked about some two years ago when discussing the economic future of the big producer. Into an organization founded, built and trained on the idea of routine rigidity and standardization has come the necessity for adaptation to change, for some degree of flexibility. More modern design in the product probably has brought the need for closer tolerances in production; with the procurement of closer tolerances all along the line comes greater difficulty in making the work entirely automatic. Ford has worked wonders before and unquestionably he will work out with full success the problems which beset him at the moment. His task is not so easy, however, as it would be in an organization which had behind it a tradition of more or less constant change.

Power Visualized by Exhibitions

THE wonderful Ford industrial expositions in New York and Chicago furnished visual evidence to hundreds of thousands of the power and extent of the marvelous Ford industries. Certainly these shows fulfilled their announced objective of acquainting the public with the vast industrial organization back of the Ford vehicles, all designed to bring about every possible economy from raw materials, through the whole process of manufacture, so as to produce finished products of high quality at low cost. Very impressive were these expositions and clearly did they visualize the great inverted pyramid of vast industries resting on the Ford automobile as a point of focus.

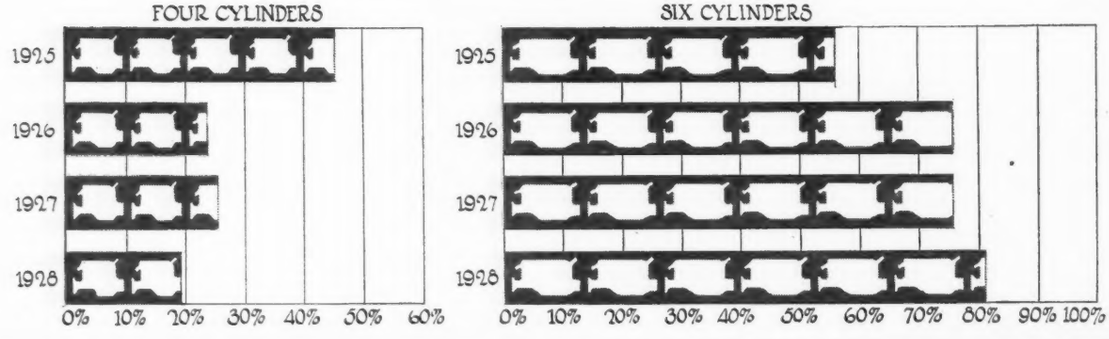
* * *

Statistics and Sales Managers

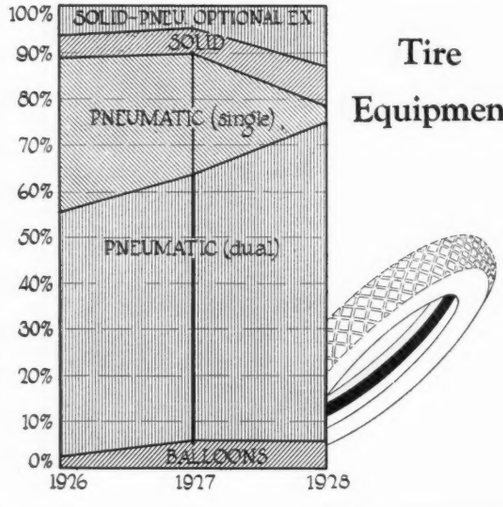
WHILE we're on this matter of indefiniteness, it is interesting to learn from the *Automotive Industrial Red Book* that changes in its factory list between May, 1927, and November, 1927, show among passenger car company executives two changes of presidents, 22 changes of vice-presidents, 38 changes of purchasing agents, 32 changes of service managers, 28 changes of engineers, 17 changes of general managers and—40 changes of sales managers. In the truck factories also the number of changes in sales managers is higher than for any other single position. Here the list runs like this: Presidents 8; vice-presidents 31; purchasing agents 48; service managers 44; engineers 42; general managers 23, and sales managers 56. The figures do not include executives represented by addition of new concerns or concerns going out of business . . . And with that bit of statistical information we close.—N.G.S.

Current Trends in

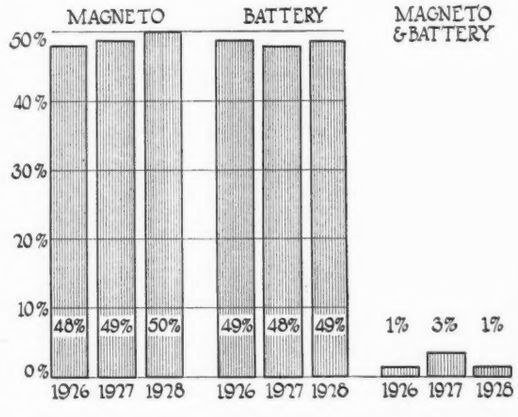
Number of Cylinders



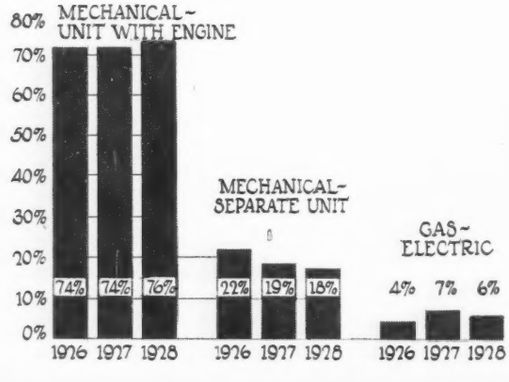
Tire Equipment



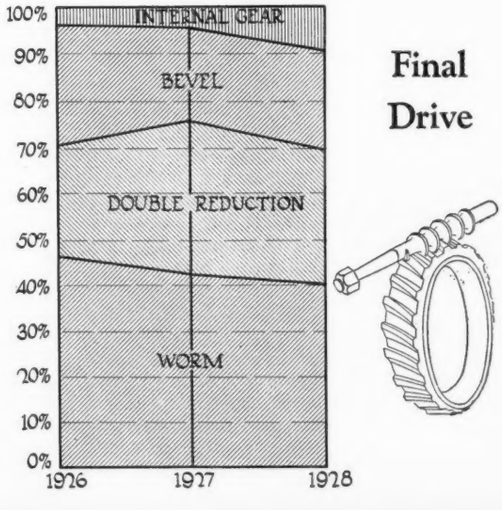
Source of Current



Transmission

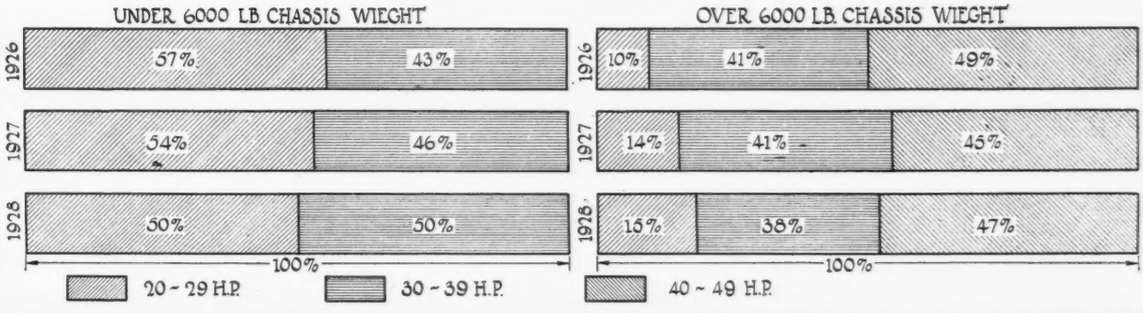


Final Drive

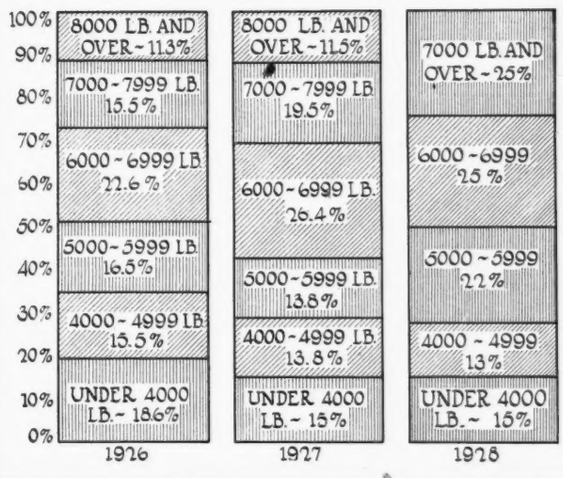


Motor Bus Design

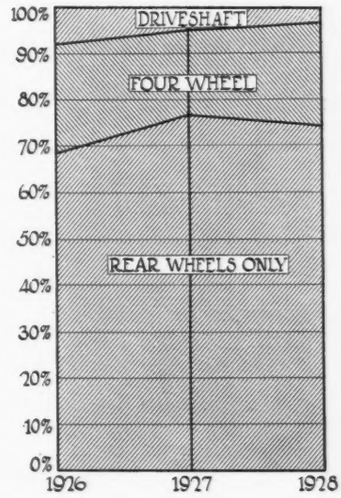
Rated Horsepower



Chassis Weight



Service Brakes



Wheelbase

American Gasoline

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires Type and Sizes							Fuel System		Ignition System			Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Carbureter Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
A.C.F. 601-2	17–23		198	65½–65¼		P-34x7.5	P34x7.5d	HaS	146 6-3¾x5	33.7	I	abed	Zen	V	D-R	B	D-R	Wil°	12-115	Ce		B-L	MDD
A.C.F. 508-2	27–30		230	72–76¼	8869	P-38x7	F-38x7d	HaS	110 6-4¼x5½	43.3	I	abed	Zen	V	D-R	B	D-R	Wil°	12-115	Ce		B-L	MDD
A.C.F. 508-8	27–30		230	72–76¼	9065	P-36x8	P-36x8d	HaS	110 6-4¼x5½	43.3	I	abed	Zen	V	D-R	B	D-R	Wil°	12-115	Ce		B-L	MDD
Acme 116	16	§	180	58½–72⅛	5200	P-32x6	P-32x6d	Cont	6R 6-3¾x5	33.7	L	abe	Zen	V	ABos	BM	ABos	Wil	6-111	Ce	40	B-L	MDD
Acme 121	21	§	205	58½–72⅛	5800	P-32x6	P-32x6d	Cont	7T 6-4½x5¼	40.8	L	a	Zen	V	ABos	B	ABos	Wil	6-111	Ce	40	B-L	MDD
†Bridgeport HB	29	§	224		6500	P-34x7	P-34x7d	Buda	BUS 6-4 x5⅛	38.4	L	ab	Zen	V	Eis	M	L-N	Wil	12-130		45	B-L	MDD
Brockway EB	20	§	153	56 –58	3850	P-32x6	P-32x6	Wisc	SU 4-4 x5	25.6	I	ab	Zen	V	Eis	M	L-N	Exi	12-220	Opt	40	B-L	MDD
Brockway EB4	20	§	153	56 –58	3900	P-30x5	P-30x5	Wisc	Y 6-3⅜x5	27.3	I	ab	Zen	V	Eis	M	L-N	Exi	12-220	Opt	40	B-L	MDD
Brockway SW	22	§	173°	56–62⅝	4150	P-32x6	P-34x7	Wisc	Y 6-3⅜x5	27.3	I	abe	Zen	V	Eis	M	L-N	Exi	12-220	Su	35	B-L	MDD
Brockway H	22	§	200	60 –66	4975	P-32x6	P-32x6d	Wisc	HB 6-3¾x5	33.7	L	ab	Zen	V	Eis	M	L-N	Exi	12-220	Opt	35	B-L	MDD
Brockway JI-2	30	§	221°	66½–77⅜	7680	P-34x7	P-34x7d	Wisc	H 6-4 x5	38.2	I	ab	Zen	V	Eis	M	L-N	Exi	12-220	Opt	40	B-L	MDD
Clinton 65B	30	§	184	58½–58½	5925	P-32x6	P-32x6	Wauk	CU 4-4⅜x5¾	30.6	L	ab	Zen	V	Opt	M	ABos	Pre	6-150	Ce	††	B-L	MDD
Clinton 65BS	35	§	220	68 –76¾	6600	P-36x6	P-36x6	Wauk	6Q 6-4x5¾	38.4	L	ab	Zen	V	L-N	M	L-N	Pre	12-210	Ce	††	B-L	MDD
Concord BUS	25		216	58 –63		P-32x6	P-32x6d	Buda	BUS 6-4 x5⅛	38.4	L	a	Zen	V	A-L	M	L-N	Exi	12-220		40	B-L	MDD
Day-Elder 20	20	§	168°	65⅝–60	5300	P-32x6	P-32x6d	Cont	6B 6-3¾x5	33.7	L	abce	Zen	V	Eis	M	L-N	Wil	12-153	None		B-L	MDD
Day-Elder 30	30	§	196°	68½–63	7300	P-36x6	P-36-6d	Buda	BA6 6-4⅛x5½	40.8	L	abed	Zen	V	Eis	M	L-N	Wil	12-153	None		B-L	MDD
Denby 35	30	5000	216	74 –74	7000	P-36x6	P-36x6d	Cont	6B 6-3¾x5	33.7	L	ab	Zen	V	RBos	M	RBos	Wil	12-130	††	††	Ful	MDD
Douglas	21		182°	58	5700	P-32x6	P-32x6d	Buda	DW-6 6-3¾x5	33.7	L	a	Sch	V	N-E	B	N-E	Exi	12-117	Ce	Opt	Ful	MDD
Fageol StreetCar (Cal)	29		230	70 –76		P-36x6	P-36x6d	Wauk	6-4x5⅜	48.6	I	ab	Zen	V	RBos	B	L-N	USL	12-118	Ce	35	B-L	MDD
Fageol Parlor	26		230	70 –70		P-36x6	P-16x6	Wauk	6-4½x5¾	48.6	I	ab	Zen	V	RBos	B	L-N	USL	12-118	Ce	35	B-L	MDD
Fageol 503	29		230			P-36x6	P-36x6	HaS	6-4¼x5½	43.3	I	abed	Zen	V	RBos	M	L-N					Own	MDD
Fageol D. Deck	58		233			P-36x8	P-36x8d	Wauk	6-4½x5¾	48.6	L	ab	Zen	V	RBos	M	L-N	USL	12-118			B-L	MDD
†Fifth Ave. Coach J	29	§	172	68¼–71¼	5850	P-32x6	P-32x6	Yell	EZ 4-4 x6	25.6	S	ab	Zen	V	Eis	M	§§N-E	Exi	12-120	N P	N P	Own	SP
†Fifth Ave. Coach L	55	§	172¾	67 –77½	6850	S-36x5	S-36x5	Yell	EZ 4-4 x6	25.6	S	ab	Zen	G	Eis	M	§§N-E	Exi	12-150	N P	N P	Own	SP
Garford KB	17–21	3300	180	57 –57	4400	P-32x6	P-34x7	Wisc	Y 6-3⅜x5	27.3	I	ab	Zen	V	A-L	B	A-L	Wil	6-135	N P	35	B-L	MDD
Garford 50-6S	25–29	4950	187	63 –65⅝	6350	P-32x6	P-32x6d	Buda	BUS 6-4 x5⅛	38.4	L	ab	Zen	V	L-N	M	L-N	Wil	12-177	N P	35	Own	MDD
Garford CB	25–29	7000	220	72 –76	6900	P-36x6	P-36x6d	Wisc	Z 6-4½x5	48.6	I	ab	Zen	V	L-N	M	L-N	Wil	12-177	N P	35	B-L	MDD
Graham Bros. JD	16	1870	162	56 –57¼	3825	P-32x6	P-34x7	Dodge	6-3¼x4½	25.3	L	ab	Str	V	N-E	B	N-E	Wil	6-215	Su		B&B	SP
Graham Bros. YD	21	1575	162	56 –57¼	3405	P-32x6	P-34x7	Dodge	6-3¼x4½	25.3	L	ab	Str	V	N-E	B	N-E	Wil	6-215	Su	30	B&B	SP
Gramm N	15		164	57 –58	3100	P-32x6	P-32x6	Lyc	4SL 6-3¼x4½	25.3	L	ab	Zen	V	A-L	B	A-L	USL	6-135	Han	43	Cov	MDD
Gramm RA	17		184	64 –66¾	5050	P-32x6	P-32x6d	Lyc	TS 6-3⅞x5	36.0	L	ab	Zen	V	A-L	B	DeJ	USL	6-215	Han	35	Ful	MDD
Gramm 30	21		210	64–66¾	5350	P-32x6	P-32x6d	Lyc	TS 6-3⅞x5	36.0	L	ab	Zen	V	A-L	B	DeJ	USL	6-215	Han	35	Ful	MDD
Gramm 31	25		236	64–66¾	5650	P-32x6	P-32x6d	Lyc	TS 6-3⅞x5	36.0	L	ab	Zen	V	A-L	B	DeJ	USL	6-215	Han	35	Ful	MDD
Guilder 20	18		160	58 –58	4000	P-32x6	P-32x6	Cont	8R 6-3⅜x4½	27.3	L	ab	Zen	V	Remy	B	ABos	Wil	6-	Opt	35	B-L	MDD
Guilder 26	21		184	60 –60	4500	P-32x6	P-32x6d	Cont	6B 6-3¾x5	33.7	L	ab	Zen	V	Remy	B	ABos	Wil	6-	Opt	40	B-L	MDD
Guilder 35	25	4450	204	62 –72	6000	P-32x6	P-32x6d	Cont	6B 6-3¾x5	33.7	L	ab	Zen	V	Remy°	B	Remy°	Wil	6-	Opt	40	B-L	MDD
Guilder 36	30		204°	64 –70	6650	P-36x6	P-36x6d	Buda	BUS 6-4 x5⅛	38.4	L	a	Zen	V	N-E	M	L-N	Wil	12-	Opt	45	B-L	MDD
Hahn OB	18	§	145°	60 –60	4700	P-32x6	Herc	OX 4-4 x5	25.6	L	ab	Str	V	RBos	M	L-N	Wil	6-110	N P	N P	B-L	MDD
Hahn KB	27	§	186°	60 –66	4900	P-32x6	P-32x6d	Cont	6B 6-3¾x5	33.7	L	ab	Str	V	RBos	M	Del	Wil	6-175	N P	N P	B-L	MDD
Hahn LB	36	§	246	69 –72	6800	P-34x7	P-34x7d	Cont	14H 6-4½x5¾	48.6	L	a	Str	V	RBos	M	L-N	Wil	12-130	N P	N P	B-L	MDD
International 15B	15		160	58–60½	3850	P-32x6.7	P32x6.7d	Lyc	4SL 6-3¼x4½	25.3	L	abe	Zen	V	Remy	B	Remy	Pre	6-100	Su	35	Long	MDD
Kissel 55	21	2750	182	59 –57	4000	P-32x6	P-32x6d	Own	55 6-3⅛x5⅛	26.3	L	abe	Sch	V	Remy	B	Remy	Wil	6-153	N P	N P	War	MDD
Larrabee XH31	21		190	62 –66	5600	P-32x6	P-32x6d	Cont	6B 6-3¾x5	33.7	L	ab	Zen	V	Remy	B	Remy	Exi	6-240	††	††	B-L	MDD
Mack City AB	25		196	68–63⅜		P*-Opt	P*-Opt	Own	AB 4-4¼x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12-120	Ce*	Opt	Own	MDD
Mack City AB	29		225	68–63⅜		P*-Opt	P*-Opt	Own	AB 4-4¼x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12-120	Ce*	Opt	Own	MMD
Mack Parlor AB	25		230½	68–63⅜		P*Opt	P*Opt	Own	AB 4-4¼x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12-120	Ce*	Opt	Own	MDD
Mack** City AB	25		196	68–63⅜		P*-34x7	P*-34x7d	Own	AB 4-¼x5	28.9	L	a	Str	V	Spl	M	N-E*	Exi	12-120	Ce*	Opt	None	None
Mack** City AB	29		225	68–63⅜		P*-34x7	P*-34x7d	Own	AB 4-4¼x5	28.9	I	a	Str	V	Spl	M	N-E*	Exi	12-120	Ce*	Opt	None	Nonet
Mack City AL	29		233	71–63⅜		P*-34x7	P*-34x7d	Own	AL 6-4¼x5	43.3	L	a	Str	E-P	Spl	M	N-E*	Exi	12-120	Ce*	Opt	Own	SP
Mack Parlor AL	25		233	71–63⅜		P*-34x7	P*-34x7d	Own	AL 6-4¼x5	43.3	L	a	Str	E-P	Spl	M	N-E*	Exi	12-120	Ce*	Opt	Own	SP
Mack** City AL	29		233	71–63⅜		P*-34x7	P*-34x7d	Own	AL 6-4¼x5	43.3	L	a	Str	E-P	Spl	M	N-E*	Exi	12-120	Ce*	Opt	None	None
Menominee T	14–17		176⅛	60–58	5470°	P-32x6	P-32x6d	Wis	Y 6-3⅜x5	27.3	I	ab	Zen	V	D-R	B	D-R	Wil	6-153	Opt	38	B&B	SP
Menominee T2	17–21		176⅛	64–66	5800°	P-34x7	P-34x7d	Wis	HB 6-3¾x5	33.7	5I	abe	Str	V	D-R	B	D-R	Wil	6-153	Opt	38	B&B	SP
Pierce Arrow Z	25		196	67¼–76⅞	6240	P-36x6	P-36x6d	Own	Z 6-4 x5½	38.4	T	a	Own	P	Del	B	Del	Wil	12-132	N P	N P	Own	MDD
Pierce Arrow Z	30		220	67¼–76⅞	6350	P-36x6	P-36x6d	Own	Z 6-4 x5½	38.4	T	a	Own	P	Del	B	Del	Wil	12-132	N P	N P	Own	MDD
Rehberger B4	30	††	224	64½–63½	7000	P-36x6	P-36x6d	Buda	BUS 6-4 x5⅛	38 4	L	a	Zen	V	Eis	M	L-N	Wil	12-132	N P	N P	B-L	MDD
Reo GB	21		175	57⅝–67		P-32x6	P-32x6d	Own	FA 6-3⅛x5	24.3	F	a	Sch	V	N-E	B	N-E	Wil	6-240	Ce		Own	SP
Republic 80	20		150	60–58	3500	P-34x7	P-34x7	Lyc	C-4 4-4x5	25.6	L	ab	Zen	V	A-L	B	A-L	USL	6-150			Ful	MDD
Republic 81	20	††	185	60 –58	3600	P-34x7	P-34x7	Lyc	C-4 4-4 x5	25.6	L	ab	Str	V	A-L	B	A-L	USL	6-150	††	††	Ful	MDD
Royal D	24		204	68 –72	6900	P-36x6	P-36x6d	Wisc	Z 6-4½x5	48.6	I	ab	Zen	V	Eis	M	L-N	Exi	12-130			B-L	MDD
Royal E	29		220	68 –72	7100	P-36x6	P-36x6d	Wisc	Z 6-4½x5	48.6	I	ab	Zen	V	Eis	M	L-N	Exi	12-130	Opt		B-L	MDD
Ruggles 60	19–21		180	58 –63	5200	P-30x5	P-32x6d	Lyc	TF 6-3⅝x5	31.5	L	abe	Zen	V	Remy	B	Remy	Wil	6-153	N P	N P	B-L	MDD
Ruggles 70	29–33		236	73¾–75¾	7600	P-34x7	P-34x7d	Wau	6-HB 6-4¼x5¾	43.3	L	abce	Zen	V	A-L	B	A-L	Wil	6-215	N P	N P	B-L	MDD
Ruggles 65	25		200	62 –66	6735	P-32x6	P-32x6d	Lyc	TS 6-3⅞x5	36.0	L	abe	Zen	V	Remy	B	Remy	Wil	6-215	N-P	N P	B-L	MDD
Safeway 64	29		224	71 –78	9200	B32x9.00	B38x9.00	Cont	12T 6-4¼x5¼	44.0	L	a	Str	V	Eis	M	N-E	Wil	12-130	Pic	39	B-L	MDD
Safeway 66	61		234	74 –78	10250	P-36x8	P-36x8	Cont	15H 6-4½x5¾	48.6	L	a	Str	V	Eis	M	N-E	Wil	12-250	Pic	28	B-L	MDD
Schacht N	21–30	4900	205°	69 –68½	7800	P-36x6	P-36x6d	Buda	BA-6 6-4⅛x5½	40.8	L	ab	Zen	V	L-N	B	L-N	Exi	12-175	Pic		B-L	MDD
Sterling GB21	21	§	171	60⅜–68	5125	P-32x6	P-32x6d	Wauk	6XL 6-3½x4½	29.4	L	abe	Zen	V	Eis	M	L-N	Gou	12-132	Ce	35	B-L	MDD
Sterling GB16	16	§	150	56 –59	4525	P-30x5	P-30x5d	Wauk	6XL 6-3½x4½	29.4	L	abe	Zen	V	Eis	M	L-N	Gou	12-132	Ce	35	B-L	MDD
Sterling GB29	29	§	201	70 –70	6950	P-36x6	P-36x6d	Wauk	6XK 6-3¾x4½	33.7	L	abe	Zen	V	Eis	M	L-N	Gou	12-132	Ce	35	B-L	MDD
Sterling GB33	33	§	226	70 –70	7475	P-36x6	P-36x6d	Wauk	6KS 6-4x4¾	38.5	L	abe	Zen	V	Eis	M	L-N	Gou	12-132	Ce	35	B-L	MDD
Studebaker D	21	§	184	61 –65	5600	B34x7.50	P34x7.50	Own	6-3⅞x5	36.0	L	a	Bal	M-P	Remy	B	Remy	Wil	12-108			Long	SP
Studebaker P	20	§	158	57 –61	4700	P32x6.75	P32x6.75	Own	6-3⅞x5	36.0	L	a	Bal	M-P	Remy	B	Remy	Wil	12-108			Long	SP
Twin City DW	25	§	210	72 –76	8000	P-36x6	P-36x6d	Own	TW 4-4¼x6	28.9	I	ab	Zen	V	ABos	M	L-N	Wil	12-130	N P	N P	Ful	MDD

ABBREVIATIONS:

°—Others furnished
*—At extra cost
**—Gas Electric
§—Prices on application
§§—Generator only
†—1927 Specifications
††—Manufacturers did not furnish information
‡—Also Fabric Joints
a—Main Bearings
ABos—American Bosch
A-L—Auto-Lite
A-P—Air Pressure
b—Lower Rod Bearings
B—Battery (Ignition)
B—Balloons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
B-PS—Bevel Pinion and Sector
c—Camshaft Bearings
C&L—Cam and Lever
Ce—Centrifugal
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
Cot—Cotta
Cov—Covert
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disc Cast Steel
DD—Dead
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit
Dir—Direct
D-P—Disk Pressed Steel
D—P—(Clutch)—Double Plate
DR—Double Reduction
Dtl—Detlaff
e—Gear Case
E—Free End
Eat—Eaton
E-Ds—External Drive-shaft
E-Fw—External Four Wheel
Eis—Eisemann
Eng—Engine
E-P—Electric Pump
E-Rw—External Rear Wheels
Exi—Exide
½ F—Semi-Floating
¾ F—¾ Floating
F—In Head and Side
FA—Drive taken through Front Axle
FF—Full Floating
Ful—Fuller
Fw—4-Wheel
G—Gravity
GE—General Electric
Gem—Gemmer
Gou—Gould
Han—Handy
HaS—Hall Scott
Heli—Helical
Herc—Hercules
Hob—Hobson
Hoo—Hoopes
Hyd—Hydraulic
I—In Head
Io—In Head: overhead camshaft

Bus Chassis

MISSION					REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR								MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency		Front	Rear			Steering Gear			Wheels				
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type.	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	(No. Dual = 1)	Type and Material	
B-L...	Eng...	4	4.8	3-Spi...	Tim63000BX	Wo.	FF.		I-Fw..	Mec..			I-Rw..		46-3½	60-4		Tim...	Ross.	C&L.	3	20	Budd..	6	D-P...	A.C.F. 601-2
B-L...	Eng...	4	5.3	4-Spi...	Tim 65250W	Wo.	FF.		I-Rw..	A-P..			I-Fw..		49-4 6	4-5		Tim...	Ross.	C&L.		20	Budd..	6	D-...	A.C.F. 508-2
B-L...	Eng...	4	5.3	4-Spi...	Tim. 65250W	Wo.	FF.		I-Rw..	A-P..			I-Fw..		49-4 6	4-5		Tim...	Ross.	C&L.		20	Budd..	6	D-...	A.C.F. 508-8
B-L...	Eng...	4	5.35	4-Blo...	Wisc. 67400	DR.	FF.	6.28	I-Rw..	Mec..	Dir.	456	I-Rw..	210	40-2½	60-3	M...	Shu...	Ross.	C&L.	68	20	Mot.	4	S-P...	Acme 116
B-L...	Eng...	4	5.35	4-Blo...	Wisc. 67400	DR.	FF.	6.28	I-Rw..	Mec..	Dir.	456	I-Rw..	210	40-2½	60-3	M...	Shu...	Ross.	C&L.	68	20	Mot.	4	S-P...	Acme 121
B-L...	Eng...	4	5.35	3-Spi...	Wisc. 1331K	DR.			I-Rw..				I-Rw..					Shu...	Ross.	C&L.	72	20	Budd..	4	D-P...	†Bridgeport HB
B-L...	Eng...	3	5.35	3-Spi...	Col. 54000	SB.	¾F.	5.12	E-Rw.	Mec..	Dir.	120	I-Rw..	108	46-2½	60-3	M...	Col.	Ro.s	C&L.	56	20	Smi...	4	S-C.	Brockway EB
B-L...	Eng...	3	5.35	2-Spi...	Col. 54000	SB.	¾F.	5.85	E-Rw.	Mec..	Dir.	120	I-Rw..	108	46-2½	60-3	M...	Col.	Ross.	C&L.	56	20	Budd..	4	D-P...	Brockway EB4
B-L...	Eng...	4	5.35	3-Spi...	Wisc. 4600	DR.			I-Fw.	Mec.	Dir.	560	I-Rw..	192½	46-2½	60-3	M...	Col.	Ross.	C&L.	65	32	Van..	4	S-C.	Brockway SW
B-L...	Eng...	4	5.35	3-Spi...	Wisc. 6731	DR.	FF.	6.33	I-Rw..	Mec..	Dir.	196	E-Ds.	114	46-2½	60-3	M...	Shu...	Ross.	C&L.	56	20	Budd..	4	D-P...	Brockway H
B-L...	Eng...	4	5.35	4-Spi...	Tim. 65220-S	Wo.	FF.	6.	I-Rw..	Mec..	Vac.	271	E-Ds.	181	46-3	60-3½	M...	Shu...	Ross.	C&L.	76½	20	Budd..		D-P...	Brockway J1-2
B-L...	SeU...	4	5.35	-Blo...	Tim. 6566	Wo.	FF.	6.50	I-Rw..	Mec..	Dir.	185	I-Rw..	185	44-3	52-3	M...	Tim...	Ross.	C&L.	74	20	Budd..	4	D-P...	Clinton 65B
B-L...	SeU...	4	5.35	-Blo...	Tim. 6516	Wo.	FF.	6.00	I-Rw..	Mec..	Dir.	234	I-Rw..	234	44-3	52-3	M...	Tim...	Ross.	C&L.	80	24	Budd..	4	D-P...	Clinton 65BS
B-L...	.....	4	.....	-Blo...	Tim. 6571S	Wo.		6.00	I-Rw..				I-Rw..		38½-2½	52½-3	M...	Shu...	Ross.	C&L.	76	24	Budd..	4	D-P...	Concord BUS
B-L...	Eng...	4	5.35	3-Spi...	Tim. 63500D	Wo.	FF.	6.50	I-Rw..	Mec..	Dir.	153	I-Rw..	152	42-2¼	54-3	M...	Tim...	Ross.	C&L.	60	20	Budd..	6	D-P...	Day-Elder 20
B-L...	Eng...	4	5.35	3-Spi...	Tim 65710D°	Wo.	FF.	6.1	I-Rw..	Mec°	Dir.	227	I-Rw..	227	46-2½	60-3	M...	Shu...	Ross.	C&L.	58	24	Budd..	6	D-P...	Day-Elder 30
Ful...	Eng...	4	4.80	4-Blo...	Cla. 3D	IG.	FF.	7.00	I-Rw..	Mec..	Dir.	††	E-Ds.	††	††	64-4	M...	Shu...	Ross.	C&L.	66	24	Budd..	4	D-P...	Denby 36
Ful...	SeU...	4	.....	4-Blo...	Wisc. 67500	DR.	FF.	6.3	I-Rw..	Mec..	Dir.	210	I-Rw..	160	42-3	60-4	M...	Shu...	Ross.	C&L.		20	Van..	4	S-C.	Douglas
B-L...	Eng...	4	5.35	4-Spi...	Tim. 65190	Wo.	FF.	4.60	I-Rw..		Opt.	130	I-Rw..	130	41-2½	56-3	M...	Tim...	Ross.	C&L.	76	20	Budd..	4	D-P...	Fageol StreetCar (Cal)†
B-L...	Eng...	4	5.35	4-Spi...	Tim. 65190	Wo.	FF.	4.60	I-Rw..	Opt.	Opt.	130	I-Rw..	130	41-2½	56-3	M...	Tim...	Ross.	C&L.	77	20	Budd..	4	D-P...	Fageol (Parlor)
Own...	Eng...	4	.....	4-Spi...	Tim...	Wo.			I-Fw.																	Fageol 503
B-L...	Eng...	4	....	Spi...	Tim. 6521	Wo.																				Fageol D. Deck
Own...	SeU...	4	4.01	3-Sne...	Tim. 6412	Wo.	½F.	5.40	I-Rw..	Mec..	Dir.	182	I-Rw..	182	48-3	62¾-3	R...	Tim...	Ross.	C&L.	61	20	Own..	4	S-C.	†Fifth Ave. Coach. J
Own...	SeU...	4	4.01	3-Spi...	Own. L	IG.	½F.	6.57°	E-Rw.	Mec..	Dir.	290	E-Ds.	207	48-3½	56-3½	M...	Own...	Ross.	C&L.	53	20	Own..	4	S-C.	†Fifth Ave. Coach. L
B-L...	Eng...	3	4.8	3-B-G...	Tim. 5620H	SB.	FF.	4.62	E-Fw.	Hyd.	Dir.	351	I-Rw..	174	40-2¼	56-2¼	M...	Tim...	Han...	S&L.	58	20	Day..	4	D-C	Garford KB
B-L...	SeU...	7	3.95	4-Spi...	Tim. 65666	Wo.	FF.	5.4	I-Rw..	Mec..	Dir.	182	I-Rw..	182	42-2½	56-3	M...	Tim...	Ross.	C&L.	68	20	Budd..	4	D-P...	Garford 50-6S
B-L...	Eng...	4	3.77	4-Spi...	Tim. 6521-SC	Wo.	FF.	4.8	E-Fw.	A-P..	Pow.	672	I-Rw..	176	42-3	60-3½	M...	Tim...	Ross.	C&L.	70	24	Budd..	4	D-P...	Garford CB
Dodge	Eng...	4	6.58	3-U-P...	Clark.	SB.	½F.	5.66	I-Fw.	Hyd.	Dir.		E-Ds.		37-2	56-3	M...	Clark.	Ross.	C&L.	67	20	Clark.	4	S-C.	Graham Bros. JD
Dodge	Eng...	4	6.58	3-U-P...	Clark.	SB.	½F.	6.37	I-Fw.	Hyd.	Dir.		E-Ds.		37-2	56-3	M...	Clark.	Ross.	C&L.	67	20	Clark.	4	S-C.	Graham Bros. TD
Cov...	Eng...	3	4.00	-Blo...	Eat. 1002	BG	½F.	5.33	I-Rw..	Mec..			E-Ds.		40-2¼	52-3	M...	Col.	Ross.	C&L.		20	Smi...	4	S-C.	Gramm N
Ful...	Eng...	4	4.80	-Blo...	Eat. 2252	BG	FF.	4.75	I-Fw.	Mec..			E-Ds.		46-3	60-3	M...	Col.	Ross.	C&L.		20	Budd..	4	D-C	Gramm R
Ful...	Eng...	4	4.80	-Blo...	Eat. 2252	BG	FF.	4.75	I-Fw.	Mec..			E-Ds.		46-3	60-3	M...	Col.	Ross.	C&L.		20	Budd..	4	D-...	Gramm 30
Ful...	Eng...	4	4.80	-Blo.	Eat. 2252	BG	FF.	4.75	I-Fw.	Mec..			E-Ds.		46-3	60-3	M...	Col.	Ross.	C&L.		20	Budd..	4	D-...	Gramm 31
B-L...	Eng...	3	4.80	2-Spi...	Cla. 501B	SB.	½F.	6.28	I-Rw..	Mec..	Dir.	††	I-Rw..	††	40-2¼	56-2¼	M...	Shu...	Ross.	C&L.	70	20	Budd..	4	D-P...	Guilder 20
B-L...	Eng...	3	4.80	3-Spi...	Wisc. 6730	DR.	FF.	6.00	I-Rw..	Mec..	Dir.	††	I-Rw..	††	42-2½	60-3	M...	She...	Ross.	C&L.	50	20	Budd..	4	D-P...	Guilder 26
B-L...	Eng...	4	5.35	2-Spi...	Wisc. 67510	DR.	FF.	6.	I-Rw..	Vac..	Pow.		I-Rw..		44-3	60-3½	M...	Shu...	Ross.	C&L.		20	Budd..	4	D-P...	Guilder 35
B-L...	Eng...	4	5.35	2-Spi...	Wisc. 1261K	DR.	FF.	6.1	I-Rw..	Vac.	Pow.	††	I-Rw..	††	44-3	60-3½	M...	Shu...	Ross.	S&L.	70	24	Budd..	4	D-P...	Guilder 36
B-L...	Eng...	3	4.80	3-Spi...	Wisc. 11A	DR.	½F.	5.00	I-Rw..	Mec..	Dir.	††	I-Rw..	††	40-2½	56-2½	M...	She...	Ross.	C&L.	40	20	Hoo...	4	S-W	Hahn OB
B-L...	Eng...	4	5.35	3-Spi...	She. 5550B	DR.	FF.	6.33	I-Rw..	Mec..	Dir.	††	I-Rw..	††	40-2½	56-3	M...	She...	Ross.	C&L.	60	20	Budd..	4	D-P...	Hahn KB
B-L...	Eng...	4	3.95	4-Spi...	She. 5550B	DR.	FF.	††	I-Rw..	Mec..	Dir.	††	I-Rw..	††	42-3	59-3½	M...	She...	Ross.	C&L.	††	24	Budd..	4	D-P...	Hahn LB
Own...	Eng...	3	4.03	-...	Eat. 1502	SB.	½F.	5.66	I-Rw..	Mec..	Dir.	201	I-Rw..	2014	2-2¼	52-3	M...	Own...	CGP.	W&S.	56	20	Budd..	6	D-P...	International 15B
Ful...	Eng...	4	4.8	2-Spi...	Tim. 5620H	SB.	½F.	6.75	I-Fw.	Hyd.	Dir.	430	I-Rw..	215	38-2½	60-3	M...	Tim...	Ross.	C&L.	††	20	Budd..	4	D-P...	Kissel 55
B-L...	Eng...	4	5.35	1-Sne...	Wisc. 67300	DR.	FF.	5.83	I-Rw..	Mec..	Dir.	††	I-Rw..	††	42-2½	60-3	††	Wisc.	Ross.	C&L.	75	20	Budd..	4	D-P...	Larrabee XH31
				2-Spi...																						
Own...	Eng...	4	4.85	4-Spi...	Own. AB	DR.	FF.	Var...	I-Rw..	Vac*.	Dir.	36.4	E-Ds.	1444	2½-3	63-3½	R...	Own...	Own...	W&W.	55	20	Budd..	4	D-P...	Mack City AB
Own...	Eng...	4	4.85	4-Spi...	Own. AB	DR.	FF.	Var...	I-Rw.	Vac*.	Dir.	36.4	E-Ds.	1444	2½-3	63-3½	R...	Own...	Own...	W&W.	62	20	Budd..	4	D-P...	Mack City AB
Own...	Eng...	4	4.85	4-Spi...	Own. AB	DR.	FF.	Var...	I-Rw.	Vac*.	Dir.	36.4	E-Ds.	1444	2½-3	63-3½	R...	Own...	Own...	W&W.	63	20	Budd..	4	D-P...	Mack Parlor AB
GE...	.....	1	**	4-Spi...	Own. AB	DR.	FF.	Var...	I-Rw.	Vac*.	Dir.	36.4	E-Ds.	1444	2½-3	63-3½	R...	Own...	Own...	W&W.	58	20	Budd..	4	D-P...	Mack** City AB
GE...	.....	1	**	4-Spi...	Own. AB	DR.	FF.	Var...	I-R..	Vac*.	Dir.	36.4	E-Ds.	1444	2½-3	63-3½	R...	Own...	Own...	W&W.	64	20	Budd..	4	D-P...	Mack** City AB
Own...	SEU...	4	5.77	5-Spi...	Own. AL	DR.	FF.	Var...	I-R..	Vac*.	Dir.	36.4	E-Ds.	1444	6-3½	70-3½	R...	Own...	Own...	W&W.	68	20	Budd..	4	D-P...	Mack City AL
Own...	SeU...	4	5.77	5-Spi...	Own. AL	DR.	FF.	Var...	I-R..	Vac*.	Dir.	36.4	E-Ds.	1444	6-3½	70-3½	R...	Own...	Own...	W&W.	68	20	Budd..	4	D-P...	Mack Parlor AL
GE...	**	1	**	5-Spi...	Own. AL	DR.	FF.	Var...	I-R..	Vac*.	Dir.	36.4	E-Ds.	1444	6-3½	70-3½	R...	Own...	Own...	W&W.	68	20	Budd..	4	D-P...	Mack City AL
Cot...	Eng...	4	5.2	3-Pick.	Wis. 67000	BG	FF.	5.83	I-Rw.	Mec..	Dir.	408	I-Rw.	2024	4-2½	56-3	M...	Shu...	Ross.	C&L.	64	20	Budd..	4	D-P...	Menominee T
Cot...	Eng...	4	5.2	3-Pick.	Wis. 67410	BG	FF.	5.83	I-Rw.	Mec..	Dir.	408	I-Rw.	2024	4-2½	56-3	M...	Shu...	Ross.	C&L.	66	20	Budd..	4	D-P...	Menominee T2
				2-Spi...																						
Own...	SeU...	4	5.35	2-Spi...	Own. Z	Wo.	FF.	6.00	I-Rw.	Vac..	Dir.	515	E-Ds.	274	41-3	60-3½	M...	Own...	Own...	S&N.	75	24	Budd..	4	D-P...	Pierce Arrow Z
Own...	SeU...	4	5.35	2-Spi...	Own. Z	Wo.	FF.	6.00	I-Rw.	Vac..	Dir.	515	E-Ds.	274	41-3	60-3½	M...	Own...	Own...	S&N.	80	24	Budd..	4	D-P...	Pierce Arrow Z
B-L...	Eng...	4	5.35	3-Spi...	Tim. 6571	Wo.	FF.	6.75	I-Rw.	Mec..	Dir	233	I-Rw..	233	41-2½	60-3	M...	Shu...	Ross.	C&L.	66	24	Budd..	4	D-P...	Rehberger B-4
Own...	Eng...	4	6.6	3-Cle...	Own. G	SB.	FF.	6.22	I-Fw.	Mec.	Vac.	412	I-Rw.	1753	8⅛-2¼	54½-3	M...	Own...	Own...	B-PS.	40½	20	Van..	4	S-M.	Reo GB
Ful...	Eng...	3	4.0	3-Uni...	Est. 10000	IG.	FF.	6.28	E-Ds.	Mec.	Dir.	96	I-Rw.	1753	6½-2	56-2½	M...	Eat...	Jac.	S&N.		20	Van..	4	S-C.	Republic 80
Ful...	Eng...	3	4.00	3-Uni...	Eat. 10000	IG.	FF.	6.28	E-Ds.	Mec.	Dir.	96	I-Rw.	175	36½-2	56-2½	M...	Eat...	Jac.	S&N.	††	20	Van..	4	S-C.	Republic 81
B-L...	Eng...	4	5.35	4-Cle...	Tim. 6522S	Wo.	FF.	5.3	E-Ds.	Mec.	Dir.	540	I-Rw.	192	41-3	60-3½	M...	Tim...	Ross.	C&L.	67	24	Budd..	4	D-P...	Royal D
B-L...	Eng...	4	5.35	4-Cle...	Tim. 6522S	Wo.	FF.	5.30	I-Rw.	Mec.	Dir.	540	E-Ds.	192	41-3	60-3½	M...	Tim...	Ross.	C&L.	67	24	Budd..	4	D-P...	Royal E
B-L...	Eng...	4	5.35	3-Uni...	Wisc. 4600	IG.	FF.	5.83	I-Rw.	Vac..	Pow.	436	I-Rw..	200	39-2¼	52½-3	M...	Col.	Jac.	S&N.	56	24	Budd..	4	D-P...	Ruggles 60
B-L...	Eng...	4	4.01	4-Uni...	Wisc. 1340K	IG.	FF.	5.05	I-Rw.	Vac..	Pow.	575	I-Rw..	288	44-3	60-4	M...	Shu...	Jac.	S&N.	64	20	Budd..	4	D-P...	Ruggles 70
B-L...	Eng...	4	5.35	4-Uni...	Wisc. 67300	IG.	FF.	5.5	I-Rw.	Vac..	Pow.	480	I-Rw..	235	39-2¼	60-3	M...	Shu...	Jac.	S&N.	60	20	Budd..	4	D-P...	Ruggles 65
B-L...	Eng...	4	5.35	2-Spi...	Tim. 64220D	Wo.	FF.	5.00	I-Fw.	Air..	Dir.	530	I-Fw..	530	50-3½	46-4	M...	Tim...	Ross.	C&L.	70	20	Budd..	6	D-P...	Safeway 64
B-L...	Eng...	3	4.00	2-Spi...	Tim. 6423W	Wo.	FF.	7.00	I-Fw.	Air..	Dir.	825	I-Fw.	413	50-3½	46-4	M...	Tim...	Ross.	C&L.	72	20	Budd..	6	D-P...	Safeway 66
Ful°	SeU...	8	.....	4-Spi...	Wisc. 1250-K	DR.	FF.	Var...	I-Rw.	Vac..	Dir.	530	F-Ds.	135	42-3	60-3½	M...	Own...	Ross.	C&L.	33	24	Budd..	6	D-P...	Schacht N
B-L...	Eng...	4	.....	3-Spi...	Tim.63000BX	Wo.	FF.	5.6	I-Rw.	Mec..	Dir.	308	E-Ds.	116	48-3	54-3	M...	Tim...	Ross.	C&L.		32	Budd..	4	D-P...	Sterling GB21
B-L...	Eng...	3	.....	3-Spi...	Tim. 5620	SB.	FF.	6.43	I-Rw.	Mec..	Dir.	182	I-Rw..	182	40-3	54-3	M...	Tim...	Ross.	C&L.		30	Budd..	4	D-P...	Sterling GB16
B-L...	Eng...	4	.....	3-Spi...	Tim. 65710N	Wo.	FF.	6.00	I-Rw.	Mec..	Dir.	410	E-Ds.	116	48-3	54-3	M...	Tim...	Ross.	C&L.		36	Budd..	4	D-P...	Sterling GB29
B-L...	Eng...	4	.....	3-Spi...	Tim. 65710N	Wo.	FF.	6.00	I-Rw.	Mec..	Dir.	500	E-Ds.	116	48-3	54-3	M...	Tim...	Ross.	C&L.		36	Budd..	4	D-P...	Sterling GB33
Fuller	Eng...	4	4.8	3-Spi...	Eat.	SB.	½F.	5.50	-Fw.	Mec..	Dir.	508	E-Ds.	††	38-2½	56-2½		Eat...	Own...	††	35	20	Budd..	4	D-P...	Studebaker D
Fuller	Eng...	3	4.1	-Spi...	Eat.	SB.	½F	5.3	I-Fw.	Mec..	Dir.	444	E-Ds.	††	38-2½	56-2½		Eat...	Own...	††	33	20	Erie...	4	S-C.	Studebaker P
Ful...	Eng...	4	6.3	3-Spi...	Tim 65181A-1	Wo.	FF.	4.80	I-Rw.	Mec..	Dir.	500	I-Rw..	500	40-3	60-3½	M...	Tim...	Ross.	C&L.	72	24	Budd..	4	D-P...	Twin City DW

I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel
IG—Internal Gear
Ind—Indestructible
I-Rw—Internal Rear wheel
Jac—Jacox
L—L Head
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanical
Mich—Michigan
M.M.—Mechanics Machine
Mot—Motor Wheel
M-P—Mechanical Pump
N-E—North East
N-P—No Provision
Opt—Optional
P—Pneumatic (Tires)
PD—Dual pneumatics
P—Pressure (Fuel Feed)
Pet—Peters
Pic—Pick
Pie—Pierce
Pow—Power Operated
Pre—Prestolite
R—Rubber
RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RwDs—Rear wheels & drive shaft
S—Solid
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Pressure Unit
She—Sheldon
Shu—Shuler
S&L—Screw and lever
Sl—Sleeve Valve
S-M—Spoked Malleable Iron
Smi—Smith
S&N—Screw and Nut
Sne—Snead
SP—Single Plate
S-P—Spoked Pressed Steel
Spi—Spicer
Spl—Spitdorf
Stew—Stewart
Str—Stromberg
Su—Suction
S-W—Spoked Wood
T—T Head
TB—Straight Bevel
Tim—Timken
Uni—Universal Machine
Un FA—Unit with Front Axle
U-P—Universal Products
V—Vacuum
Vac—Vacuum
Var—Various
Ves—Vesta
War—Warner Corp
Wauk—Waukesha
Wes—Westinghouse
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Yell—Yellow Sleeve
Zen—Zenith

American Gasoline

MAKE AND MODEL	GENERAL							ENGINE						ELECTRICAL SYSTEM					GOVERNOR		TRANS	
						Tires, Type and Sizes							Fuel System	Ignition System			Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System Pressure to	Carbureter Make	Make	Current Source	Generator and Starter Make	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Twin Coach	37–40	.....	194	78 5/16–78 5/16	...	P-40x10½	P38x7d°	2-Wauk...	6X	29.4	L...	abc...	Zen...	Del...	B...	L-N...	Exi...	12–142	N-P...	N-P...	B-L...	MDD.
Uppercu Coach	S	32	§	240	70 –80	7400	S*-36x7	S*-36x10	Wauk...	6A	6-4½x5¾	48.6	L...	a.....	Sch...	V...	ABos..	M..	L-N...	Exi...	12–160	N P...	N P...	B&B..	SP....
Victor	80B	28–35	6395	221	64½–75	8000	P-38x7	P-38x7d	Cont...	14H	6-4½x5¾	48x6	L...	a.....	Zen...	V...	Eis...	M..	N-E...	Wes...	6–125	N-P...	N-P...	Ful...	MDD.
Ward LaFrance	4B6	25	5600	224	62 –72	6600	P-34x7	P-34x7d	Wauk...	6HB	6-4¼x5¾	38.4	L...	abc...	Str...	V...	RBos..	M..	A-L°.	Pre...	12–174	Ce....	.....	B-L..	MDD.
White	54	25–35	7500	227°	66¼–69	.....	B-38x9	B-38x9	Own...	1A1	6-4⅜x5¾	45.9	I...	abcd.	Zen...	P...	L-N...	B..	L-N...	Wil...	12–112	Ce....	.....	Own..	DP....
White	53	14–21	4250	180	64 –67⅛	6000	B34x7.50	B34x7.50d	Own...	GRB	4-4¼x5¾	28.9	L...	abc...	Zen...	V...	Opt...	M..	L-N...	Opt...	12–132	Ce....	.....	Own..	SP....
White	50B	25–29	5350	198°	58½–67 1/16	6495	P-34x7	P-34x7d	Own...	GRB	4-4¼x5¾	28.9	L...	ab....	Zen...	V...	Opt...	M..	L-N...	Opt...	12–132	Ce....	Opt...	Own..	SP....
W M C	GX	29	.....	239	72 –78	8000	P38x8.25	P38x8.25	Wauk...	6AB	6-4½x5¾	48.6	L...	abcd.	Zen...	V...	RBos..	BM.	RBos..	Exi...	12–	Ce....	45	Long..	SP....
W M C	GX	38	.....	239	74 –78	8500	P40x9.00	P40x9.00	Wauk...	6AB	6-4½x5¾	48.6	I...	abcd.	Zen...	V...	RBos..	B...	RBos..	Exi...	12–	.....	40	Long..	SP....
Yellow Coach	Z	67	.....	200	71 –73⅝	7313	S-34x6	S*34x6d	Own...	Z	4-4 x6	25.6	SL.	ab....	Zen...	G...	Opt...	M..	N-E...	Ves...	12–100	Ce....	32	Long..	SP....
Yellow (Double)	YZ	67	.....	200	71 –73⅝	7515	S-34x6	S*-34x6d	Own...	YZ	6-4¼x5½	43.3	SL.	ab....	Zen...	V...	N-E...	B...	N-E...	Ves...	12–100	Ce....	35	Long..	SP....
Yellow (Single)	YZ	29	.....	200	72¼–76¾	7515	P-36x6	P-36x6d	Own...	YZ	6-4¼x5½	43.3	SL.	ab....	Zen...	V...	N-E...	B...	N-E...	Ves...	12–100	Ce....	35	Long..	SP....
Yellow	Y	29	.....	225	73 –70¾	6000	P-40x9	P-36x6d	Own...	Y	6-4¼x5½	43.3	SL.	ab....	Zen...	V...	N-E...	B...	N-E...	Ves...	12–100	None..	50	Long..	SP....
Yellow**	Z-6	33–66	.....	230	71 –73⅜	Var.	S-34x6	S-34x6d	Own...	YZ	6-4¼x5½	43.3	SL.	ab....	Zen...	V...	N-E...	B...	N-E...	Exi...	12–100	None..	Opt...	None..	Non..
Yellow Coach	X	17–21	.....	210	66 –68¾	4800	B-34x7.5	B34x7.5d	Own...	X	6-3½x4½	29.4	SL.	ab....	Zen...	V...	N-E...	B...	N-E...	Ves...	12–100	Ce....	††	Long..	SP....

ABBREVIATIONS:

°—Others furnished
*—At extra cost
**—Gas Electric
§—Prices on application
§§—Generator only
†—1927 Specifications
††—Manufacturers did not furnish information
‡—Also Fabric Joints
a—Main Bearings
ABos—American Bosch
A-L—Auto-Lite
A-P—Air Pressure
b—Lower Rod Bearings
B—Battery (Ignition)
B—Balloons (Tires)
Bal—Ball and Ball
BM—Battery and Magneto
B&B—Borg & Beck
BG—Bevel Gear
B-L—Brown Lipe
Blo—Blood
B-PS—Bevel Pinion and Sector
C—Camshaft Bearings
C&L—Cam and Lever
Ce—Centrifugal
CGP—Columbus Gear & Pump
Cla—Clark
Cle—Cleveland
Col—Columbia
Cont—Continental
Cot—Cotta **Cov**—Covert
d—Dual
d—(Oiling System)—Wrist Pins
Day—Dayton
D-C—Disc Cast Steel
DD—Dead
DS—Dual Solid
DeJ—DeJon
Del—Delco
Det—Detroit
Dir—Direct
D-P—Disk Pressed Steel
DP—(Clutch)—Double Plate
DR—Double Reduction
Dtl—Detlaff
e—Gear Case
E—Free End
Eat—Eaton
E-Ds—External Drive-shaft
E-Fw—External Four Wheel
Eis—Eisemann
Eng—Engine
E-P—Electric Pump
E-Rw—External Rear Wheels
Exi—Exide
½ **F**—Semi-Floating
¾ **F**—¾ Floating
F—In Head and Side
FA—Drive taken through Front Axle
FF—Full Floating
Ful—Fuller
Fw—4-Wheel **G**—Gravity
GE—General Electric
Gem—Gemmer
Gou—Gould **Han**—Handy
HaS—Hall Scott
Heli—Helical
Herc—Hercules
Hob—Hobson
Hoo—Hoopes
Hyd—Hydraulic
I—In Head
Io—In Head: overhead camshaft
I-Ds—Internal Driveshaft
I-Fw—Internal Four Wheel
IG—Internal Gear

Motor Fatalities in Cities of More Than 100,000 Population

(Figures Supplied by City Health Departments)

(Compiled by National Automobile Chamber of Commerce)

	Year 1927	Year 1926
New York	1090	1069
Chicago, Ill.	789	701
Philadelphia	—	328
Detroit, Mich.	394	389
Cleveland, O.	246	258
Baltimore	168	177
Boston, Mass.	114	131
St. Louis, Mo.	160	181
San Francisco	155	129
Pittsburgh	209 (49*)	164 (41*)
Los Angeles	317	239
Buffalo, N. Y.	130	132
Milwaukee	123	93
Washington	79	74
Minneapolis	62	69
Cincinnati	133	124
Newark, N. J.	126 (10*)	113 (14*)
New Orleans	69	62
Kansas C'y, Mo.	80	83
Seattle, Wash.	69	67
Indianapolis	81	81
Portland, Ore.	61 (15*)	56 (12*)
Jersey City	62	41
Denver, Colo.	57	48
Louisville	58 (5*)	45 (4*)
Oakland, Cal.	51	68
Rochester	60	67
Dallas, Tex.	47	55
Toledo, O.	109	75
Birmingham	51	53
Providence	52 (16*)	47 (17*)
Columbus, O.	71	69
St. Paul	54	45
Houston, Tex.	46	35
Memphis	72 (32*)	60 (33*)
Akron, O.	76	58
Atlanta, Ga.	70 (18*)	72 (22*)
Omaha, Neb.	34	25
Richmond, Va.	44	38
Worcester	31	19
Fort Worth	29	32
New Haven	50 (31*)	44 (21*)
Syracuse	42	44
Norfolk, Va.	—	—
Grand Rapids	35 (13*)	33 (21*)
Hartford	47 (26*)	44 (20*)
San Antonio	48	37
Salt Lake C'y	24	27
Youngstown	25	41
Bridgeport	25	29
Dayton, O.	54	69
Scranton, Pa.	—	23
Des Moines	27	28
Springfield	27 (13*)	38 (3*)
Nashville	46	40
Paterson, N.J.	—	16
Kansas City	21	4
New Bedford	13 (3*)	8
Fall River	12 (3*)	19 (7*)
Camden, N. J.	19	22
Spokane, Wash.	21	27
Albany, N. Y.	35	41
Lowell, Mass.	15	22
Cambridge	28	19
Trenton, N. J.	45 (22*)	34 (19*)
Yonkers, N.Y.	—	—
Reading, Pa.	27 (14*)	17 (6*)
Wilmington	33 (7*)	26
Totals	6448	6057

*Accidents included in total but occurred outside city limits.

Bus Chassis—Continued

MISSION					REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR									MAKE AND MODEL
Gearset or Electric Drive System									Service				Emergency		Front	Rear			Steering Gear				Wheels				
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type.	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual = 1)	Type and Material	
G.E.	**	3	4.01	2-Spi.	Tim. Spec.	Wo.	....	7.0°	I-Fw.	A-P.	Pow.	500	E-Ds.	1306	0-4	60-4	M.	Tim.	Ross.	C&L.	34	20	Day.	4	D-C.	Twin Coach
Ful.	UnFa.	4	6.25	4-Own.	Own. Spec.	FA.	RA	None	I-Rw.	A-P.	Dir.	††	E-Ds.	††	Heli.	64-4	R&E.	Own.	Ross.	C&L.	60	....	Budd.	4	D-P.	Uppercu Coach S
Ful.	Eng.	4	6.20	4-Uni.	Wisc. 1305K	DR.	FF.	6.1	I-Rw.	Mec.	Dir.	††	E-Ds.	††	44-3	60-4	M.	Shu.	Ross.	C&L.	79	24	Budd.	4	D-P.	Victor 80B
B-L.	Eng.	4	5.35	3-Spi.	Tim.	Wo	FF.	5.4	E-Fw.	Mec.	Pow.		I-Ds.				M.	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Ward LaFrance 4B6
Own.	Eng.	4	5.05	4-Spi.	Own. 1C	SB.	½F.	4.56	I-FW.	A-P.	Dir.	434	E-Ds.	1404	8-3	64-4	M.	Own.	Ross.	C&L.		20	Budd.	4	D-P.	White 54
Own.	Eng.	4	4.12	3-Spi.	Own.	SB.	½F.	4.38°	I-Rw.	Vac.	Dir.		E-Ds.		4½-2½	60-3	M.	Own.	Own.	W&S.	57	20	Budd.	4	D-P.	White 53
Own.	Eng.	4	4.12	3-Spi.	Own. 50B	DR°	½F.	4.67°	I-Rw.	A-P.	Pow.	††	E-Ds.	††	4½-2½	60-3	M.	Own.	Own.	W&S.	66	20	Budd.	4	D-P.	White 50B
B-L.	Eng.	4	5.35	4-Spi.	Tim. 6522W	Wo	FF.	4.00	I-Rw.	A-P.		311	I-Rw.	311	49-3	60-3	M.	Tim.	Ross.	C&L.		22	Budd.		D-P.	W M C GX
B-L.	Eng.	4	5.35	4-Spi.	Tim. 6522W	Wo	FF.	4.8	I-Rw.	A-P.		325	I-Rw.	325	49-3	60-3	M.	Tim.	Ross.	C&L.		22	Budd.		D P.	W M C GX
B-L.	SeU.	4	4.98	2-tSpi.	Own. Z	Wo	½F.	7.00	I-Rw.	Mec.	Dir.	594	I-Rw.	††	48-3½	60-4	R.	Own.	Ross.	C&L.	72	24	Own.	4	S-C.	Yellow Coach Z
B-L.	SeU.	4	4.98	2-tSpi.	Own. YZ	Wo	½F.	7.00	I-Rw.	Mec.	Dir.	594	I-Rw.	††	48-3½	60-4	R.	Own.	Ross.	C&L.	72	22	Own.	4	S-C.	Yellow (Double) YZ
B-L.	SeU.	4	4.98	2-tSpi.	Own. YZ	Wo	½F.	5.20	I-Rw.	Mec.	Dir.	594	I-Rw.	††	48-3½	60-4	M.	Own.	Ross.	C&L.	72	24	Budd.	4	D-P.	Yellow (Single) YZ
B-L.	Enz.	4	5.35	3-Spi.	Own. Y	SB.	½F.	4.27	I-Rw.	A-P.	Dir.	304	I-Rw.	††	46-3½	60-3½	M.	Own.	Ross.	C&L.	64	....	Budd.	4	D-P.	Yellow Y
**	**	1	11.0	2-Spi.	Own. YZ	Wo	½F.	11.00	I-Rw.	Mec.	Dir.	304	I-Rw.	297	48-3½	60-4	R.	Own.	Ross.	C&L.	72	22	Day.	4	S-C.	Yellow** Z-6
B-L.	Eng.	4	4.84	3-Spi.	Own. X	SB.	½F.	5.38	E-Rw.	Hyd.	Dir.	††	I-Rw.	††	42½-3	60-3	M.	Own.	Ross.	C&L.	58	....	Budd.	4	D-P.	Yellow Coach X

Ind—Indestructible
I-Rw—Internal Rear wheel
Jac—Jacox
L—L Head
L-N—Leece Neville
Lyc—Lycoming
M—Magneto (Ignition)
M—Metal (Shackles)
MDD—Multiple Dry Disk
M&E—Merchant & Evans
Mec—Mechanical
Mich—Michigan
M.M.—Mechanics Machine
Mot—Motor Wheel
M-P—Mechanical Pump
N-E—North East
N-P—No Provision
Opt—Optional
P—Pneumatic (Tires)
PD—Dual pneumatics
P—Pressure (Fuel Feed)
Pet—Peters
Pic—Pick
Pie—Pierce
Pow—Power Operated
Pre—Prestolite
R—Rubber
RA—Wheels Swung from Radius Arms
RBos—Robert Bosch
RwDs—Rear wheels & drive shaft
S—Solid
SB—Spiral Bevel
S-C—Spoked Cast Steel
Sch—Schebler
SeU—Suction
She—Sheldon
Shu—Shuler
S&L—Screw and lever
Sl—Sleeve Valve
S-M—Spoked Malleable Iron
Smi—Smith
S&N—Screw and Nut
Sne—Snead
SP—Single Plate
S-P—Spoked Pressed Steel
Spi—Spicer
Spl—Spitdorf
Stew—Stewart
Str—Stromberg
Su—Suction
S-W—Spoked Wood
T—T Head
TB—Straight Bevel
Tim—Timken
Uni—Universal Machine
Un FA—Unit with Front Axle
U-P—Universal Products
V—Vacuum
Vac—Vacuum
Var—Various
Ves—Vesta
War—Warner Corp.
Wauk—Waukesha
Wes—Westinghouse
Wil—Willard
Wisc—Wisconsin
Wo—Worm
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm & Wheel
Yell—Yellow Sleeve
Zen—Zenith

Automobile Fatalities Compared with Registrations

Year	Total No. of Auto Deaths	Total Auto Registrations	No. of Deaths per 100,000 Autos
1917	9,097	4,971,000	183
1918	9,457	6,106,000	155
1919	9,825	7,597,000	129
1920	11,074	9,206,000	120
1921	12,370	10,506,000	118
1922	13,676	12,300,000	111
1923	16,489	15,313,000	108
1924	17,838	17,605,000	101
1925	19,614	19,858,000	99
1926	23,000*	22,047,000	96

* Estimate.

Ratio of Automobile Deaths to Total Accidental Deaths

Year	Total Accidental Deaths	Deaths Due to Autos	Rate per 100,000 Population: Total Accidental Deaths	Rate per 100,000 Population: Deaths Due to Autos	Ratio of Auto to Total Deaths
1917	89,433	9,097	88.2	9.0	10.2
1918	83,959	9,457	82.3	9.3	11.3
1919	74,546	9,825	71.9	9.4	13.0
1920	76,024	11,074	71.4	10.4	14.6
1921	74,083	12,370	68.7	11.5	16.7
1922	76,510	13,676	70.0	12.5	17.9
1923	84,547	16,489	76.4	14.9	19.5
1924	86,887	17,838	76.4	15.7	20.5
1925	90,341	19,614	78.2	17.4	21.7
1926	89,140*	23,000*	76.1	19.6	25.8

* Estimates.

Distribution of Some Non-Fatal Automobile Accidents by Other Agencies Involved—1926

Pedestrians	54.2%	Fixed Objects	3.4%	Other Vehicles	5.0%
Other Motor Vehicles	30.8%	Railroad Trains	0.8%		
Non-Collision	2.3%	Street Cars	3.5%		100.0%

American Bus Bodies

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Length (Ins.)	GENERAL DIMENSIONS: Width (Ins.)	GENERAL DIMENSIONS: Height Including Chassis (Ins.)	GENERAL DIMENSIONS: Body Weight (Lbs.)	GENERAL DIMENSIONS: Floor Height Loaded (Ins.)	GENERAL DIMENSIONS: Step Height Loaded (Ins.)	SEATS: Double (No.)	SEATS: Single (No.)	SEATS: Other Capacity	SEATS: Upper Deck (Capacity)	SEATS: Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front: Right	DOORS: Front: Left	DOORS: Rear: Right	DOORS: Rear: Left	DOORS: Other (Location)	WINDOWS: Total No.	WINDOWS: No. Movable	WINDOWS: Regulator Make	INTERIOR FINISHINGS: Seats: Make	INTERIOR FINISHINGS: Seats: Upholstery	INTERIOR FINISHINGS: Covering Material: Lining	INTERIOR FINISHINGS: Covering Material: Ceiling	INTERIOR FINISHINGS: Covering Material: Floor	ROOF: Material	Dome Lights: No. and Candle-power	VENTILATORS: Roof: Make	VENTILATORS: Roof: Number	VENTILATORS: Cowl or Hood (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Rods	FITTINGS: Seat Hand Holds	Exterior Finish
BODIES FURNISHED BY BODY MANUFACTURERS																																													
*Bender Body	White 50B	PC	29	Ash	Al	371	94	98		30	16	12	N	5	N	15½	Rr	Y	Y	N	Y	N	16	14	Tern	Own	Moh	Lea	Im.Lea	Rub	RCF	8-21	N-L	6	T.	N	N		Own	N	Y	N	N	N	N	Pyr.
*Bender Body	White 50B	SDC	25	Ash	Al	311	90	111		30	16	10	N	5	N	16	N	Y	N	N	Y	RC	22	10		Own	Lea	Al	Plyw	Lin	Canv	6-21	N-L	4	T.	N	N		Own	PB	N	N	N	Y	Y	Pyr.
*Bender Body	White 50A	Sed	22	Ash	Al	314	84	88		30	16	6	N	N	N	18	Rr	Y	Y	Y	Y	Sed	13	12	Tern	Own	Lea	Lea	Im.Lea	Rub	RCF	6-21	N-L	4	T.	N	N		Own	N	Y	Y	N	N	N	Pyr.
*Brown Body Corp	Stand.. Chasis	SDC	29	Ash	Al	275½	90	Var	3850	Var.	Var.	6	N	5	N	16	N	Y	Y	Y	Y	N	7	7		Own	Lea	Im.Lea	None	N	Plyw	8-21	N-L	4		T.			Perf	PB	N	N	N	Y	Y	Opt.
*Brown Body Corp	Stand.. Chassis	PC	29	Ash	Al	275½	90	Var	4400	Var.	Var.	6	N	5	N	14½	Rf°	Y	Y	Y	Y	N	6	5	Tern	Own	Lea	Im.Lea		N	Plyw	10-21	N-L	5	T.		Q.L		Perf	C	Y	Y	Y	N	Y	Opt.
*Brown Body Corp	Stand Chassis	PC	29	Ash	Al	275½	90	Var	4200	Var.	Var.	6	N	5	N	14½	Rf°	Y	Y	Y	Y	N	8			Own	Lea	Im.Lea		N	Plyw	8-21	N-L	4	T.		Q.L		Perf	C	Y	N	N	N	Y	Opt
*Cambridge Body Mfg	Stand Chassis	PC	17°	A-M	St	203°	75°	Var	Var	Var.	Var.	Var.	Var.	17°	N	12	Rf.	Y	Y	N	Y	N	11	8°	Cl-Sm.	Kn-Ad	Lea	Im.Lea	Im.Lea.	Lin	GW	6°-6	Ser	3	T.	N	N		Own	C	Y	N	N	N	N	Pyr.
*Cambridge Body Mfg	Stand Chassis	Sed	15	A-M	St	167	76	Var	Var	Var.	Var.	N	N	15	N	N	Rf.	Y	Y	Y	Y	Sed.	9	6	Cl-Sm.	Own	Lea	Im.Lea	Im.Lea.	Lin	GW	-6	Ser		T.	N	N		Own	C	Y	N	N	N	N	Pyr.
*Cambridge Body Mfg	Stand Chassis	Sed	19	A-M	St	198	76	Var	Var	Var.	Var.	N	N	19	N	N	Rf°	Y	Y	Y	Y	Sed.	11	8	Cl-Sm.	Own	Lea	Im.Lea	Im.Lea.	Lin	GW	-6	Ser		T.	N	N		Own	C	Y	N	N	N	N	Pyr.
Carolina Body 900	Studebaker°	Sed	14	Ash	St	162	63		1800		14	2	1	9			Rf.	Y	Y	Y	Y		11	8	Tern	Own	Lea	Im.Lea	Im.Lea.	Lin		4-21	L-N	1	T.	T.			Pion							Pyr.
Carolina Body 1500	G.M.C.°	Sed	16	Ash	St	167	76		2600		15	1	1	13			Rf.	Y	Y	Y	Y		11	8	Dura.	Own	Lea	Im.Lea	Im.Lea.	Lin		4-21	L-N	2	H	A.	Own		Own	C						Pyr.
Carolina Body 1500-A	Graham°	PC	16	Ash	St	167	76		2600		15	1	1	13			Rf.	Y	Y	Y	Y		11	8	Dura.	AC&W	Lea	Im.Lea	Im.Lea.	Lin		4-21	L-N	2	H	A.	Hd		Own	C						Pyr.
Carolina Body 1600	White°	PC	18	Ash	St	218	78		3400		15	4	6	4		10	Rf°	Y	Y	N	Y		12	10	CS	Own	Lea	Im.Lea	Im.Lea.	Rub		6-21	L-N	3	N	A.			Own	C						Pyr.
Carolina Body 1400	Harvester	PC	14	Ash	St	194	75½		2800		14	3	4	4		10	Rf.	Y	N	N	Y		9	8	Tern	Karp	Lea	Im.Lea	Im.Lea.	Lin		6-21	N-L	3	H	T.	N		Own	C	N	Y				Pyr.
Carolina Body 1800	Studebaker. 75°	Sed	20	Ash	St	197	76		2800		15	1	1	17			Rf.	Y	Y	N	N		13	10	Dura	Own	Lea	Im.Lea	Im.Lea.	Lin		6-21	N-L	3	H	A.	N		Own	C						Pyr.
Carolina Body 1800-A	Studebaker. °	PC	20	Ash	St	197	76		2800		15	1	1	17			Rf.	Y	Y	N	N		13	10	Dura	AC&W	Lea	Im.Lea	Im.Lea.	Lin		6-21	N-L	3	H	A.	N		Own	C						Pyr.
Carolina Body 2100	G.M.C. 174°	SDC	42	Ash	St	205°	84		3400		14	18	1	5			N	Y	N	N	Y	N	15	15		H-K°	Lea	Ven	Ven		OD	6-21	N-L	3	H	A.	T.W		Own	PB	N	N	N	Y	Y	Pyr.
Fitz-John 12P	Reo. FB-143	PC	12	Ash	St	170¼	75½	73½	2300	26¼	2	4	4		4		14	Y	N	N	Y	N	11	8	CS	Kn-Ad	Lea	Lea	Lea	Lin	OD	6-21	N-L	2			T.C		Kysor	C						Pyr.
Fitz-John Pay Enter	Reo GB-175	SDC	21	Ash	St	216¼	87	105¼	3400	26	15¾	8	N	5	N	17	N	Y	N	N	Y	N	13	11		H-K	Lea	St		Lin	OD	6-21	N-L	2	N	N	T.C		Own	PB	N	N	N	Y	Y	Pyr.
Fitz-John Observ	Reo GB-175	PC	21	Ash	St	220¾	90	94	3500	26	15¾	8	N	5	N	12	Rf.	Y	N	N	Y	N	15	10	CS	Kn-Ad	Lea	Lea	Lea	Lin	OD	6-21	N-L	2	N	N	T.C		Own	C	N	N	N	N	Y	Pyr.
Flxible 28-15-S	Buick	Sed	15	Oak	St	212	66	76	2700	23	14						Rf.	Y	Y	Y	Y	N	11	10	Dura	Kam	Lea	Lea	Vel	Lin	PCF	3-21	Ad-L	2	N	T.	N		Own	C	Y	N	N	N	N	Pyr.
Flxible 28-15-DL	Buick	PC	15	Oak	St	208	73	85	2800	23	14						Rf.	Y	Y	Y	Y	N	13	12	Dura	Kam	Lea	Lea	Vel	Lin	PCF	6-12	Ad-L	3	N	T.	N		Own	C	Y	N	N	N	N	Pyr
Flxible 28-12-S	Buick	Sed	12	Oak	St	182	66	76	2400	23	14						Rf.	Y	Y	Y	Y	N	9	8	Dura	Kam	Lea	Lea	Vel	Lin	PCF	2-12	Ad-L	2	N	T.	N		Own	C	Y	N	N	N	N	Pyr.
Heisers	Mack	PC	30	Oak	Al	276	88½	99	5500	26	14	12	1	5	N	9	Rf.	Y	N	Y	Y	N	13	12	Tern	Karp	Lea	Mahog	Mahog	Lin	OD	10-21	N-L	4	S.	T.	UW		Kysor	C	Y	Y	N	N	N	En.
Heisers	Studebaker. 184	PC	22	Oak	St	212	87	90½	3400	27	14	8	1	5		11	Rf.	Y	N	Y	Y	N	11	8	CS	Own	Lea	Ven	Ven	Lin	OD	6-12	N-L	4	N	A	UW		Own	PB	Y	Y	Y	N	N	Pyr.
Heisers	Studebaker. 184	SDC	22	Oak	St	208	88	105	3400	27	14	8	1	5	N	14	N	Y	N	N	N	N	9	8	Rex	Own	Lea	Mahog	Ven	Lin	OD	4-21	N-L	3	C.	T.	N		Kysor	PB	Y	N	N	Y	Y	En.
Heisers	Studebaker232°	SDC	26	Oak	St	256	96	106	4400	27	14	10	1	5	N	16	Rr	Y	N	N	N	N	13	9	Rex	H-K	Lea	Mahog	Mahog	Lin	OD	6-12	N-L	4	T.	T.	AW		Kysor	C	Y	N	N	N	Y	Pyr.
Heisers	Kenworth 244	SDC	29	Oak	Plym	286	96	106	4700	27	14	12	1	5	N	N	Rr	Y	N	N	N	N	15	13	Rex	Own	Lea	Mahog	Mahog	Lin	OD	8-12	N-L	4	C.	T.	AW		Kysor	PB	Y	N	N	N	Y	Pyr
Heisers	Studebaker	PC	20	Oak	St	256	81	90½	3500	27	14	2	4	12	N	12	Rf	Y	N	Y	N	N	13	10	CS	Own	Lea	Mahog	Mahog	Lin	OD	6-21	N-L	4	C.	U	AW		Own	PB	Y	Y	N	N	N	Pyr.
Heisers	Kenworth		17	Oak	St	254	94	100	4100	27	14	6	N	5	N	10	Rf.	Y	Y	Y	Y	N	13	10	MP	Own	Moh	Ven	Ven	Lin	OD	6-12	N-L	4	C.	A.	UW		Kysor	PB	Y	N	N	N	N	Pyr.
*Kuhlman K	Stand Chassis	SDC	25	St	Plym	248⅜	90	101	3700	30	16	10	N	5	N	17	N	Y	N	N	Y	N	14	12	Own	Own	Lea	Mahog	Ven	Lin	Plyw	6-21	N-L	3	T.	S.	N		Petry	PB	N	N	N	N	N	Opt.
*Kuhlman K	Stand Chassis	SDC	29	St	Plym	275⅝	90	101	4000	30	16	12	N	5	N	17	N	Y	N	N	Y	N	16	14	Own	Own	Lea	Mahog	Ven	Lin	Plyw	8-21	N-L	4	T.	S.	N		Petry	PB	N	N	N	N	N	Opt.
*Kuhlman 21P	White 53	SDC	21	St	Plym	205¾	88	101	3200	30	16	8	N	5	N	17	N	Y	N	N	Y	N	10	8	Own	Own	Lea	Mahog	Ven	Lin	Plyw	6-21	N-L	3	T.	S.	N		Petry	PB	N	N	N	N	N	Opt.
*Kuhlman 16P	White 53	PC	16	St	Plym	220	80	93	3500	30	16	4	4	4	N	15	Rr	Y	Y	N	Y	N	9	8	Own	Own	Lea	Im.Lea	Im.Lea	Lin	Wd	6-21	N-L	3	T.	S.	N		Petry	PB	N	N	N	N	N	Opt.
*Kuhlman 24P	Stand Chassis	PC	24	St	Plym	256	90	96	4500	29½	15½	8	N	8	N	11	Fr	Y	Y	N	Y	N	12	10	Own	Own	Lea	Im.Lea	Im.Lea	Lin	Spec	6-21	N-L	3	T.	S.	N		Petry	PB	N	N	N	N	N	Opt.
*Paterson Vehicle C	Any 196 in.	SDC	25	Asb	A&S	235⅝	88	Var	3700	Var.	Var.	12	1	N	N	20	N	Y	N	N	N	RC	16	13		Own	Lea	None	Ven	Lin	Canv	6-21	Lima	3	S.	T.	N		Petry	PB	N	N	N	Y	Y	Opt.
*Paterson Vehicle C	Any 220 in.	SDC	29	Ash	A&S	260	88	Var	3500	Var.	Var.	14	1	N	N	20	N	Y	N	N	N	RC	18	15		Own	Lea	None	Ven	Lin	Canv	8-21	Lima	4	S.	T.	N		Petry	PB	N	N	N	Y	Y	Opt.
*Paterson Vehicle B	Any 176 in	SDC	21	Ash	A&S	202	85	Var	2600	Var.	Var.	10	1	N	N	18	N	Y	N	N	N	RC	14	11		Own	Lea	None	Ven	Lin	Canv	6-21	Lima	3	N	T.	UW		Petry	PB	N	N	N	Y	Y	Opt.
*Paterson Vehicle	Any 180 in.	PC	20	Ash	A&S	206	88	Var	3200	Var.	Var.	10	N	N	N	14	Rf.	Y	N	N	Y	N	9	8		Kn-Ad	Lea	Im.Lea	Im.Lea	Lin	Canv	6-21	Lima	3	S.	T.	UW		Petry	C	Y	Y	N	N	N	Opt.
Wayne Works 72	Any	SDC	51°	Ash°	St	285°	66	Var	1990°		10			51°	N	31½	US	Y	N	N	N	RC	17	17	Dura	Own°	Im.Lea	Plyw	Plyw	Var	OD	8°-21	Spec	4°	N	U	N		Pion	PB						Pyr.
Wayne Works 50	Any	SDC	48°	Ash°	St	240°	82	Var	2325°	Var	Var			48°	N	Var	US	Y	N	N	N	RC	13	13	Dura	Own°	Im.Lea	Plyw	Plyw	Var	OD	8°-21	Spec	3°	N	U	N		Pion	PB						Pyr.
Wayne Works 80	Any	SDC	30°	Ash°	St	185°	66	Var	1990°	Var.	Var.			30°	N	Var	US	Y	N	N	N	RC	17	17	Dura	Own°	Im Lea	Plyw	Plyw	Var	OD	8°-21	Spec	4°	N	U	N		Pion	PB						Pyr.
Wayne Works 40	Any	SDC	15°	Ash°	St	240°	82	Var	2325°	Var.	Var.	Var.	5			Var	US	Y	N	N	N		12	12	Dura	Own°	Im.Lea	Plyw	Plyw	Lin	OD	8°-21	Spec	3°	N	U	N		Pion	PB					Y	Pyr.
Wayne Works 30	Any	Sed	18	Ash°	St	259°	60	Var.	1425°	Var.	Var.	Var.				12	US	Y	Y	N	N		12	12	Dura	Own°	Im.Lea	Plyw	Plyw	Lin	OD	8°-21	Spec	3°	N	U	N		Pion	PB						Pyr.

American Bus Bodies—Continued

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	MATERIALS: Frame	MATERIALS: Panel	GENERAL DIMENSIONS: Length (Ins.)	GENERAL DIMENSIONS: Width (Ins.)	GENERAL DIMENSIONS: Height Including Chassis (Ins.)	GENERAL DIMENSIONS: Body Weight (Lbs.)	GENERAL DIMENSIONS: Floor Height Loaded (Ins.)	GENERAL DIMENSIONS: Step Height Loaded (Ins.)	SEATS: Double (No.)	SEATS: Single (No.)	SEATS: Other Capacity	SEATS: Upper Deck (Capacity)	SEATS: Aisle Width (Ins.)	Baggage Compartment Location	DOORS: Front Right	DOORS: Front Left	DOORS: Rear Right	DOORS: Rear Left	DOORS: Other (Location)	WINDOWS: Total No.	WINDOWS: No. Movable	WINDOWS: Regulator Make	INTERIOR FINISHINGS: Seats Make	INTERIOR FINISHINGS: Seats Upholstery	INTERIOR FINISHINGS: Covering Material Lining	INTERIOR FINISHINGS: Covering Material Ceiling	INTERIOR FINISHINGS: Covering Material Floor	ROOF: Material	Dome Lights: No. and Candle-power	VENTILATORS: Roof Make	VENTILATORS: Roof Number	VENTILATORS: Cowl or Hood (Type)	VENTILATORS: Windshield (Type)	VENTILATORS: Others	HEAT: Heating Equipment Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Standee Straps or Rods	FITTINGS: Seat Hand Holds	Exterior Finish
BODIES FURNISHED BY CHASSIS MANUFACTURERS																																													
*Fageol	B Fageol....230	PC...	26	Wood.	Al...	274	92	94½	3780	22½	15	11	N..	4	N	10	Rf .	Y	Y	Y	Y	N..	..	..	Tern..	Own..	Lea....	Moh..	Vel....	Vvt..	Fabd..	8-21	N-L..	3	T	S.	N....	Own..	PB..	Y	Y	Y	N	N	Pyr.
*Fageol	230	SDC..	29	Wood.	Al°	.....	94	107¾	3600	22½	....	12	N..	5	N	21½	N..	Y	Y	Y	Y	N..	..	..	Tern.	H-K..	Lea....	Fabd .	Fabd..	Lin..	Fabd..	8-21	N-L..	4	T	T.	N....	Own..	PB .	N	N	N	Y	N	Pyr.
*Garford	KB	PC...	19	Wood.	St...	276½	84	93	.....	25	16	6	2	5	N	10	Rf..	Y	N	N	Y	N..	11	8	.....	Own°	Lea ...	Fabd .	Fabd..	Lin..	Canv..	4-21	N-L..	2	T	A.	N....	Kysor.	C ..	N	N	N	N	N	Pyr.
*Garford	Paye Garford....KB	SDC..	21	Wood.	St...	276½	84	104	.....	25	16	8	N	5	N	12	Rf..	Y	N	N	Y	N..	11	8	.....	H-W..	Lea....	Wood.	Plyw...	N .	Canv..	4-21	N-L..	2	S.	A.	H . . .	Kysor.	C ..	N	N	N	Y	Y	Pyr.
Graham Bros	502 Graham... Y D	SDC..	21	Wood.	St...	250	86	105	3080	27½	16	10	1	....	..	18½	N..	Y	N	N	N	RC.	11	8	.....	.....	Lea....	.....	.....	Mat.	.....	6-21	.....	3	..	T.	.....	.....	.....	N	N	Y	Y	En .
Graham Bros	545 Graham....JD	PC...	24	Wood.	Al...	249	77	99	2735	.....	17	12	.....	.....	..	16	Rf..	Y	N	N	N	RC.	9	8	.....	Own..	Lea....	Im.Lea	.....	Lin..	.....	6-21	.....	3	..	T.	N....	.....	.....	.....	Y	..	..	..	..	Pyr.
Graham Bros	546 Graham....JD	PC...	16	Wood.	Al...	249	77	99	2835	.....	17	6	4	.....	..	12	Rf..	Y	N	N	N	RC.	9	8	.....	Own..	Lea....	Im.Lea	.....	Lin..	.....	6-21	.....	3	N	T.	N....	.....	.....	.....	Y	..	..	..	..	Pyr
Int Harvester	Int. Harvest' 15	PC...	10	Wood.	Al°	250	77	97⅜	2570	26½	17¼	3	....	4	..	11¾	Rf..	Y	N	N	Y	N..	9	8	Tern..	Karp..	Lea....	FiBd.	Im.Lea.	Lin..	Fabd.	6-21	N-L	8	T.	T.	N....	Own.	C..	Y	Y	N	N	N	Pyr.
Int Harvester	Int. Harvest' 15	Sed...	....	A-O..	St°	191	75	.....	.....	30¼	16½	....	....	....	..	....	Rf..	Y	Y	Y	Y	N..	11	10	Perf...	.....	Lea....	Im.Lea	Im Lea.	Lin..	Im.Len	6-15	Linco.	2	S.	T.	N....	Pion.	C..	N	N	N	Y	N	Pyr.
Int Harvester	Int. Harvest' 15	SDC..	16	A-O..	St°	195	75	104	.....	28½	19	3	5	4	..	15	....	Y	N	N	Y	N..	10	9	Tern..	Karp..	Lea....	Im.Lea	Im.Lea.	Lin..	Im.Lea	6-15	N-L	3	S.	T.	N....	Petry.	PB..	N	N	N	N	N	....
*Mack	Mack AL-230in.	SDC..	29	Wood.	Al...	261½	88	110	3880	28	17	Opt.	Opt.	29	0	17	N..	Y	N	N	Y	N..	..	14	.....	Own..	Lea....	Im.Lea	.....	Lin..	Plyw.	10-21	N-L..	4	T.	A.	T.W..	Own.	PB.	N	N	N	Y	Y	P&V
*Mack	Mack AL-230in.	PC...	28	Wood.	Al...	280	90	94	4700	28	14½	N..	28	Own	N	12	Rf..	Y	Y	N	Y	N..	..	12	.....	Own..	Lea....	Im.Lea	Im.Lea.	Lin..	Plyw.	8-21	N-L..	4	S.	S.	N	Own.	C..	Y	Y	Y	N	N	P&V
*Mack	AB Mack.. 196 in.	SDC..	25	Wood.	Al...	230	88	108	3270	25⅝	15	Opt.	Opt.	25	0	17	N..	Y	N	N	Y	N..	..	12	.....	Own..	Lea....	.....	.....	Rub..	Plyw.	8-21	N-L..	3	T.	A.	T.W..	Own.	PB..	N	N	N	Y	Y	P&V
*Mack	AB Mack.. 225 in.	SDC..	29	Wood.	Al...	261 .	88	108	3880	25⅝	15	Opt.	Opt.	29	0	17	N..	Y	N	N	Y	N..	..	14	.....	Own..	Lea....	.....	.....	Rub..	Plyw.	10-21	N-L..	4	T.	A.	T.W..	Own.	PB..	N	N	N	Y	Y	P&V
*Mack	AB Mack.. 230 in.	PC...	....	Wood.	Al...	261½	90	96	3725	28	17	N..	....	....	N	12	Rf..	Y	Y	N	Y	N..	..	10	.....	Own..	Lea....	Im.Lea	Im.Lea.	Rub..	Plyw.	8-21	N-L	4	T.	S.	N	Own.	C..	Y	Y	Y	N	N	P&V
Ruggles	60 Ruggles. 180 in.	PC...	19	Oak°.	St...	208	84	91	2800	26	14	6	2	5	..	10	Rf..	Y	Y	Y	N	N..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ruggles	60 Ruggles. 180 in.	SDC..	21	Oak°.	St...	197	88	102	3000	26	14	8	0	5	..	17	N..	Y	Y	Y	N	N..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ruggles	65 Ruggles. 200 in.	PC...	25	Oak°.	St...	245	88	90	3200	26	14	10	0	5	..	14	Rf..	Y	Y	Y	N	N..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ruggles	65 Ruggles. 200 in.	SDC..	25	Oak°.	St...	229	88	100	3400	26	14	10	0	5	..	17	N..	Y	Y	Y	N	N..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ruggles	70 Ruggles. 236 in.	PC...	29	Oak°.	St...	350	90	90	3700	26	14	12	0	5	..	16	Rf..	Y	Y	Y	N	N..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ruggles	70 Ruggles. 236 in.	SDC..	25	Oak°.	St...	350	90	100	3800	26	14	12	0	5	..	19	N..	Y	Y	Y	N	N..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Six Wheel	66 6 Wheel 234 in.	DDC.	62	PS...	Al...	312	94	158½	8660	25	11	15	2	N..	30	20	N..	Y	N	Y	N	N..	44	41	Edw..	H-K..	Lea....	Im.Lea	Al°	Lin.	Fabd..	17-21	N-L..	4	S.	A.	N	Petry.	PB..	N	N	N	N	Y	Opt.
Six Wheel	64 6 Wheel 224 in.	PC...	29	Ash...	Al...	261	88	104	3900	25	15	12	N..	5	..	16	Rr..	Y	N	Y	Y	N..	14	11	Tern.	H-K..	Lea....	Im.Lea	Im.Lea.	Lin.	Im.Lea	8-21	N-L..	3	N	T.	Q.L..	Petry.	C..	Y	N	N	N	N	Opt.
Six Wheel	64 6 Wheel 224 in.	SDC..	29	Ash...	Al...	261	88	104	3550	25	15	12	N..	5	N	16½	N..	Y	N	Y	Y	N..	14	11	CurS.	H-K.	Lea....	Plyw.	Fabd.	Lin.	Im.Lea	8-21	N-L..	3	N	T.	Q.L..	Petry.	C..	N	N	N	Y	Y	Opt.
Studebaker	PE Studebak'184in.	SDC..	21	St....	St...	278½	90	103¾	2970	28	16	8	N..	5	N	15½	N..	Y	N	N	N	RC.	15	10	MP..	Su....	Lea....	Plyw..	Plyw...	Lin.	Canv..	6-15	Lima.	3	N	S.	U.W..	Su....	PB..	N	N	N	Y	Y	Pyr.
Studebaker	PO Studebak'184in.	PC...	22	St....	St...	168	92	97	3130	28	16	8	3	3	..	12	Rf°	Y	Y	N	Y	N .	15	12	Dura..	Su....	Lea....	Moh..	Moh...	Lin.	Im.Lea	6-15	Lima.	3	N	A.	U W..	Su....	C..	Y	Y	N	N	N	Pyr.
Studebaker	Studebak'158in.	Sed...	18	St....	St...	148½	78½	90	2730	26	14	2	1	13	..	....	Rf°	Y	Y	Y	Y	RiC	9	8	Dura..	Su....	Lea....	Lea..	Im.Lea.	Lin.	Im.Lea	4-15	Lima.	2	N	N	U W..	Su....	C..	Y	N	N	N	N	Pyr.
Studebaker	Studebak'184in.	PC...	21	St....	St...	185	88	89	3065	28	16	8	N..	5	N	10	Rf°	Y	Y	N	Y	N..	13	10	Dura..	Su....	Lea....	Moh..	Moh...	Lin.	Im.Lea	6-15	Lima.	3	N	S.	U W..	Su....	C..	Y	Y	N	N	N	Pyr.
*Yellow Coach	Y Yellow Coach Y	PC...	29	Ash...	Al...	276	88	98	.....	26	15	12	0	5	N	16	N..	Y	N	N	Y	N..	15	14	.....	H-K..	Lea....	Mahog	Plyw...	Lin.	Canv..	10-21	Gar..	4	S.	A.	H	Own..	C..	Y	Y	N	N	N	Pyr.
*Yellow Coach	Z Yellow Coach Z	SDC..	29	Ash...	Al...	276	88	98	.....	26	15	12	0	5	N	16	N	Y	N	N	Y	N..	15	14	.....	H-K..	Lea....	Mahog	Plyw...	Lin.	Canv..	10-21	Gar..	4	S.	A.	N	Own..	PB..	N	N	N	Y	Y	Pyr.
*Yellow Coach	Z Yellow Coach Z	DDC.	67	Ash...	Al...	312	92½	127	.....	24¾	14	15	0	0	37	19	N..	N	Y	N	N	RC.	15	13	.....	H-W..	Rat....	Ash...	Plyw...	Lin.	Canv..	10-21	N	N	N	A.	T.W..	Own.	PB..	N	N	N	N	N	Pyr.
*Yellow Coach	X Yellow Coach X	SDC..	21	Ash...	Al...	194	88	97	.....	24	14	8	0	5	N	17	N..	Y	N	N	Y	Opt.	11	11	....	H-K..	Lea....	Mahog	Plyw...	Lin.	Canv..	8-21	Gar..	3	..	..	....	Own.	C..	N	N	N	Y	Y	Pyr
*Yellow Coach	X Yellow Coach X	PC...	21	Ash...	Al...	219	81	88	.....	24	14	4	4	9	N	15	Rf°	Y	N	N	Y	N..	10	10	Tern.	H-W..	Les....	Mahog	Mahog.	Lin.	Canv..	8-21	Gar..	3	S.	N	H	Own.	C..	Y	Y	N	N	N	Pyr.
*Yellow Coach	YZ Yellow Coa' YZ	SDC..	33	Ash...	Al...	294	88	108	.....	24¾	14	14	0	5	N	18	N..	Y	N	N	Y	N..	15	14	.....	H-W..	Lea....	Mahog	Plyw...	Lin.	Canv..	10-21	Gar..	4	S.	A.	N	Own.	PB..	N	N	N	N	N	Pyr.

ABBREVIATIONS:

°—Others also.
*—1927 Specifications.
†—Height of unmounted body.
A—Above.
ABF—Amesbury Brass and Foundry
AC&W—American Carriage & Wicker.
AdL—Ad Lake.
Al—Aluminum.
A-M—Ash and Maple.
A-O—Ash and Oak.
A&S—Aluminum and Steel.
AW—Above Windshield.
Beav—Beaver Board.
C—Cord.
Canv—Canvas.
Car—Carpet.
Cle—Cleveland.
Cl-Sm—Clement Smith.
Cor—Cornell board.
CS—Common Sense.
CuS—Curtain Supply.
DDC—Double Deck City.
Edw—Edwards.
En—Enamel.
ESS—Electric Service Supplies.
E&M—English & Mersick.
Fabd—Fabrikoid.
FiBd—Fibre board.
Fr—Front.
Gar—Garland.
GW—Galloway Bright.
H—Hood.
H-K—Hale-Kilburn.
H-O—Hickory and oak.
HdWd—Hard Wood.
H-W—Heywood-Wakefield.
Im.Lea—Imitation Leather.
Ill—Illinois.
Kam—Kamco.
Karp—Karpen.
Kn-Ad—Kelton Aurand.
Lea—Leather.
Lin—Linoleum..
Mahog—Mahogany.
Moh—Mohair.
MP—Motor Products.
N—None.
N-L—Nichols-Lintern.
OD—Oiled Duck.
Opt.—Optional.
O&S—Oak and Steel.
PB—Push Buttons.
PC—Parlor Car.
PCF—Pyro. Coated Fabric.
Perf—Perfect Window Regulator Co.
Pion—Pioneer.
Plym—Plymetl.
Plyw—Plywood.
PS—Pressed Steel.
Pyr—Pyroxilin.
P&V—Paint and Varnish.
QL—Quarter Lights.
R—Right.
Rat—Rattan.
RC—Rear Center
RCF—Rubber Coated Fabric.
RiC—Right Center.
Rf—Roof.
Rr—Rear.
Rub—Rubber.
S—Side.
SB—School Bus.
SDC—Single Deck City.
Sed—Sedan.
Ser—Service Products Corp.
Spec—Special.
St—Steel.
Su—Superior.
T—Through.
Tern—Ternstedt.
TW—Through Windshield.
U—Under.
US—Under Seats.
UW—Under Windshield.
Var—Various.
Vel—Velour.
Ven—Veneer.
Vvt—Velvet.
Wd—Wood.
Y—Yes.

British Motor Bus Chassis

MAKE	GENERAL								ENGINE					TRANSMISSION			REAR AXLE			BRAKES		DIMENSIONS		
	Seating Capacity	Weight		Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Tires Type and Size		Number of Wheels	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Fuel System		Ignition Type	Clutch Type	Gearset		Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Floor Height (Ins.)	Overall	
		Chassis Only (Lbs.)	Body Maximum (Lbs.)			Front (Ins.)	Rear (Ins.)				Carburetor Make	Fuel Feed			Location	Number of Forward Speeds							Length (Ft. and Ins.)	Width (Ft. and Ins.)
A. D. C.	32	7720	3500	168	74	S-40x5½	S-40x5½d	4	4-4.72x5.90	L...	Zen...	G...	M..	Co...	Sep...	4	FF....	Wo...	8.4	Rw†....	Mech.	34	23-0	7-2
A. D. C.*	58	8070	5000	190	74	S-40x6¼	S-40x6¼d	4	4-4 72x5.90	L...	Zen...	G...	M..	Co...	Sep...	4	FF....	Wo...	9.2	Rw†....	Mech.	35	24-10	7-2
A. D. C.*	35	6160	3500	192	66	P-38x7	P-38x7	4	4-4.25x5.50	L...	Zen...	V...	M..	Co...	Sep...	4	FF....	Wo...	6 2	Fw.....	Mech.	26	24-4	6-8
A. D. C.*	54	7000	4800	186	73	P-36x8	P-38x7d	4	4-4.25x5.50	L...	Zen...	G...	M..	SP....	Sep...	3	FF....	LG...	9.3	Rw†....	Mech.	21	26-1	7-2
A. D. C.*	38	5710	3500	208	71	B-38x8¼	B-38x8¼	4	6-3.20x4.50	Sl...	Sol....	P...	B...	SP....	Sep...	4	FF....	Wo...	8.2	T & Fw.	Vac...	27	27-0	7-2
A. D. C.*	68		5500	204	75	P-38x8	P-38x8	6	6-3.81x5.11	Sl...	Strom.	P...	B...	SP....	Sep...	4	FF....	Wo...	10.3	T & Fw.	Vac...	22	29-0	7-5
Albion	14	4390	2000	135	61	P-33x5	P-33x5d	4	4-3.87x5.00	L...	Zen...	V...	M..	SP....	Sep...	4	FF....	Wo...	5.0	T & Rw.	Mech.	30	18-5	6-4
Albion	20	4600	2500	168	61	P-36x6	P-36x6d	4	4-3.87x5.00	L...	Zen...	V...	M..	SP....	Sep...	4	FF....	Wo...	6.2	T & Rw	Mech.	32	20-5	6-4
Albion	25	5650	3200	172	64	P-36x6	P-36x6d	4	4-4.33x4.75	L...	Zen...	V...	M..	SP....	Sep...	4	FF....	Wo...	5.75	T & Rw†	Mech.	20	22-6	6-8
Albion *	32	5770	3550	195	64	P-36x6	P-36x6d	4	4-4.33x4.75	L...	Zen...	V...	M..	SP....	Sep...	4	FF....	Wo...	7.0	T & Rw†	Mech.	20	20-2	6-8
Bean	20	3136	2000	133	56	P-32x6	P-32x6	4	4-2.95x5.11	L...	Sol....	G...	M..	SP....	Sep...	4	FF....	Sp....	6.1	Fw.....	Mech.	28	16-6	6-0
Bean	20	3920	2300	156	67	P-32x6	P-32x6	4	6-2.71x4.72	L...	Sol....	V...	B...	SP....	Eng...	4	FF....	Sp....	6.2	T & Fw.	Vac...	24	18-6	7-0
Bristol *	25	4480	3360	150	64	P-34x7	P-34x7	4	4-4.00x5.00	L...	Cla...	V...	M..	SP....	Sep...	4	½Fl..	Wo...	7.0	T & Rw.	Mech.	30	18-3	6-0
Bristol *	32	6270	3920	187	72	P-34x7	P-34x7d	4	4-4.50x5.75	L...	Sol....	V...	M..	SP....	Sep...	4	½Fl..	Wo...	6.0	Fw.....	Vac...	27	24-9	7-0
Clyde	18	3700	1570	123	57	P-34x7	P-34x7	4	4-3.75x5.11	L...	Zen...	G...	M..	MD..	Eng...	3	½Fl..	Wo...	6.5	Rw.....	Mech.	31	16-0	5-6
Clyde	20	3800	2020	168	60	P-36x6	P-36x6d	4	4-4.00x5.25	L...	Zen...	V...	M..	MD..	Eng...	3	½Fl..	Wo...	6.5	Rw.....	Mech.	31	19-6	6-0
Clyde	26	5375	2800	198	64	P-36x6	P-36x6d	4	6-3.34x4.50	L...	Zen...	V...	B...	MD..	Eng...	3	FF....	Wo...	6.0	Fw.....	Vac...	26	24-2	6-9
Commer	26	6950	3360	196	73	P-36x6	P-36x6d	4	4-4.33x5.51	L...	Sol	V...	M..	Co....	Sep...	4	FF....	Wo...	6.2	T & Fw.	Vac...	26	26-0	7-0
Commer *	32	7170	4000	196	73	P-36x6	P-36x6d	4	4-4.33x5 51	L...	Sol....	V...	M..	Co....	Sep...	4	FF....	Wo...	6.2	T & Fw.	Vac...	26	26-0	7-0
Commer *	32	7700	4000	196	73	P-36x6	P-36x6d	6	4-4.33x5.51	L...	Sol....	V...	M..	Co....	Sep...	4	FF....	Wo...	6.2	T & Fw.	Vac...	26	26-0	7-0
Commer	52	6050	5000	190	70	S-36x4¾	S-40x4¾d	4	4-4.72x5.51	L...	Sol....	G...	M..	Co....	Sep...	4	FF....	Wo...	7.6	T & Rw.	Mech.	34	25-0	7-0
Dennis	20	4150	1680	142	60	P-33x5	P-33x5d	4	4-3.34x4 72	L...	Cla...	V...	M..	Co....	Eng...	4	FF....	Wo...	6.75	Fw.....	Vac...	23	18-6	6-5
Dennis	25	5800	3300	168	62	P-36x6	P-36x6d	4	4-3.93x5.90	L...	Cla...	V...	M..	Co....	Sep...	4	FF....	Wo...	6.75	Fw.....	Vac...	33	20-0	6-6
Dennis	30	6720	4000	200	70	P-36x6	P-36x6d	4	4-4.33x5.90	L...	Cla...	G...	M..	Co....	Sep...	4	FF....	Wo...	7.00	Fw.....	Servo.	26	25-5	7-2
Dennis *	35	6720	4200	192	70	P-36x6	P-36x6d	4	4-4.33x5.90	L...	Cla...	V...	M..	Co....	Sep...	4	FF....	Wo...	7.00	Fw.....	Servo.	26	25-0	7-1
Dennis *	54	7500	5000	200	77	P-38x7	P-38x7d	4	4-4.33x5 90	L...	Cla...	G...	M..	Co....	Sep...	4	FF....	Wo...	6.75	Fw.....	Servo.	26	25-0	7-5
Garner	20	3140	1700	144	63	P-32x6	P-32x6	4	4-3.14x5.11	L...	Zen...	G...	M..	Co....	Eng...	4	FF....	Sp....	4.9	Rw.....	Mech.	28	18-10	6-9
Garner	24	4050	2800	144	63	P-32x6	P-32x6d	4	4-3 93x5.51	L...	Zen...	G...	M..	MD..	Eng...	4	FF....	Wo...	7.0	Rw.....	Mech.	32	18-10	6-9
Gilford	26	5710	3025	180	63	P-36x6	P-36x6d	4	6-3.85x5.00	L...	Zen...	V...	M..	MD..	Eng...	4	½Fl..	Wo...	6.0	Rw†....	Mech.	26	25-0	7-0
Gilford	32	6050	3360	198	65	P-36x6	P-36x6d	4	6-4.00x5.11	L...	Zen...	V...	M..	MD..	Eng...	4	½Fl..	Wo...	6.0	Rw†....	Mech.	26	26-0	7-0
Guy	16	3360	1000	125	61	P-34x4½	P-34x4½d	4	4-3.46x4.72	L...	Zen...	V...	M..	Co....	Eng...	4	FF....	Wo...	6.6	Rw†....	Mech.	24	17-2	6-9
Guy	20	5260	1600	169	70	P-33x5	P-33x5d	4	4-4.00x5.50	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	5 2	Rw†....	Mech.	24	21-4	7-3
Guy	26	5600	3000	183	70	P-36x6	P-36x6d	4	4-4.00x5.50	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	7.5	Fw.....	Vac...	26	23-5	7-3
Guy	30	5825	3360	199	70	P-36x6	P-36x6d	4	4-4.25x5.50	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	7.5	Rw†....	Mech.	26	25-0	7-3
Guy *	40	6050	4000	199	70	P-36x6	P-36x6d	4	4-4.25x5.50	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	7.5	Fw.....	Vac...	26	25-0	7-3
Guy	28	6390	3000	199	70	P-36x6	P-36x6d	4	6-4.00x5.50	L...	Sol....	V...	M..	SP....	Sep...	4	FF....	Wo...	6.75	Fw.....	Vac...	26	25-0	7-3
Guy *	32	6390	3400	199	70	P-36x6	P-36x6d	4	6-4.00x5.50	L...	Sol....	V...	M..	SP....	Sep...	4	FF....	Wo...	6.75	Fw.....	Vac...	26	25-0	7-3
Guy *	39	8960	3500	229	75	P-36x7	P-36x7d	6	6-4.00x5.50	L...	Sol....	V...	M..	SP....	Sep...	4	FF....	Wo...	7.5	Fw.....	Vac...	25	29-10	7-6
Guy *	72	9180	5800	229	75	P-36x8d	P-36x8d	6	6-4.25x5.50	L...	Sol	V...	M..	SP....	Sep...	4	FF....	Wo...	8.75	Fw.....	Vac...	26	29-10	7-6
Halley	20	4870	2350	171	62	P-32x6	P-32x6d	4	4-3.85x5.00	L...	Zen...	V...	M..	SP....	Eng...	4	½Fl..	Wo...	5.0	T & Rw.	Mech.	30	21-2	6-3
Halley	24	6100	2800	184	63	P-36x6	P-36x6d	4	4-4.00x6.00	L...	Zen...	V...	M..	SP....	Sep...	4	½Fl..	Wo...	6.0	T & Rw.	Mech	32	21-7	6-4
Halley	36	7500	3590	201	73	P-34x7	P-34x7	6	6-3.75x5.50	L...	Zen...	V...	M..	MD..	Eng...	4	FF....	Wo...	5.5	T & Rw†	Mech.	26	25-9	7-4
Karrier	20	3920	2200	168	59	P-36x6	P-36x6d	4	4-3.93x5.50	L...	Zen...	G...	M..	Co....	Sep...	4	FF....	Wo...	6.0	T & Rw.	Mech.	32	21-4	6-0
Karrier	26	5040	2800	186	61	P-36x6	P-36x6d	4	4-4.50x5.00	L...	Zen...	G...	M..	Co....	Sep...	4	FF....	Wo...	7.0	T & Rw.	Mech.	23	23-1	6-4
Karrier	32	6500	3500	188	67	P-36x6	P-36x6d	4	4-4.50x6.00	L...	Zen...	G...	M..	Co....	Sep...	4	FF....	Wo...	7.0	T & Rw.	Mech.	27	25-3	7-0
Karrier	32	6500	3500	186	65	P-34x7	P-34x7	6	6-3.75x5.50	L...	Zen...	G...	M..	Co....	Sep...	4	FF....	Wo...	7.0	Rw.....	Mech.	23	24-8	7-0
Karrier	32	6500	3500	186	65	P-34x7	P-34x7	6	6-3.30x4 88	L...	Zen...	G...	M..	SP....	Sep...	4	FF....	Wo...	7.0	Rw.....	Mech.	23	24-8	7-0
Karrier *	40	8170	4000	228	76	P-36x8	P-36x8	6	6-3.93x5.50	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	6.5	Rw.....	Air...	26	30-0	7-6
Karrier *	72	....	5800	228	76	P-36x8	P-36x8	6	6-4.13x5.90	Sl...	Strom.	V...	M..	SP....	Sep...	4	FF....	Wo...	7.0	Rw.....	Air...	27	30-0	7-6
Leyland	26	6160	2800	204	71	P-36x6	P-36x6d	4	4-4.25x5.50	I...	Sol....	G...	M..	SP....	Sep...	4	FF....	DR...	6.6	T & Rw.	Mech.	30	25-2	7-5
Leyland *	31	6320	3000	174	71	P-36x6	P-36x6d	4	4-4.25x5.50	I...	Sol....	G...	M..	SP....	Sep...	4	FF....	DR...	6.6	T & Rw.	Mech.	30	23-11	7-5
Leyland *	36	6620	3500	197	72	P-38x7	P-38x7d	4	4-4.25x5.50	I...	Sol....	G...	M..	SP....	Sep...	4	FF....	DR...	6.6	Fw.....	Vac...	32	26-0	7-6
Leyland *	39	6100	3900	210	76	P-38x8¼	P-38x8¼d	4	6-4.00x5.50	I...	Strom.	G...	M..	SP....	Sep...	4	FF....	Wo...	5.5	Fw.....	Vac...	24	27-6	7-6
Leyland *	51	6160	5750	198	77	P-36x8	P-34x7d	4	6-4.00x5.50	I...	Strom.	G...	M..	SP....	Sep...	4	FF....	Wo...	6.5	Fw.....	Vac...	23	24-9	7-6
Leyland *	72	8460	9400	222	77	P-36x8	P-36x8	6	6-4.00x5.50	I...	Strom.	G...	M..	SP....	Sep...	4	FF....	Wo...	7.75	Fw.....	Vac...	24	29-4	7-2
Maudslay	30	5600	4000	200	72	P-36x6	P-36x6d	4	4-4.33x5 11	I...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	6 0	Fw.....	Servo.	27	26-0	7-0
Maudslay *	36	5650	4000	200	72	P-36x6	P-36x6d	4	4-4.33x5.11	I...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	6.0	Fw.....	Servo.	27	26-0	7-0
Maudslay	36	7280	4000	200	72	P-38x7	P-38x7d	4	6-4.33x5.11	I...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	6.0	Fw.....	Vac...	27	26-6	7-2
Morris	16	3080	1500	138	56	P-32x6	P-32x6	4	4-3 14x4.92	L...	Smi...	G...	M..	SP....	Eng...	4	½Fl..	Wo...	7.2	Fw.....	Vac...	27	16-0	6-3
Pagefield *	32	7840	3360	192	73	P-38x7	P-38x7d	4	6-3.75x5.50	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	6.2	Fw.....	Mech.	26	26-0	7-4
S. D. *	20	3025	2700	159	50	S-20x5	S-20x5d	4	4-2.87x5.11	L...	Zen...	G.	M..	MD..	Eng...	3	FF....	Wo...	Var.	T & Fw.	Mech	25	23-0	6-0
Shefflex	24	3920	2800	144	60	P-32x6	P-32x6d	4	4-3.93x4.77	L...	Cla...	G...	M..	Co....	Sep...	3	FF....	Wo...	7.3	Rw.....	Mech.	30	18-2	6-6
Star	18	2910	2240	126	56	P-32x6	P-32x6d	4	4-3.54x4.72	L...	Sol....	G.	M..	DP....	Eng...	4	½Fl..	Wo...	6.2	Rw†....	Mech	29	16-0	5-6
Star	20	4480	3140	170	62	P-32x6	P-32x6d	4	6-3.14x4.72	I...	Sol....	V...	M..	DP....	Eng...	4	FF....	Sp....	6.4	Fw.....	Mech.	26	20-0	6-6
Thornycroft	16	3700	1600	138	62	P-36x6	P-36x6	4	4-3.75x5.00	L...	Zen...	G...	M..	SP....	Eng...	4	½Fl..	Wo...	6.2	Rw.....	Mech.	35	18-1	6-0
Thornycroft	20	4350	2700	168	62	P-34x7	P-34x7	4	4-3.75x5.00	L...	Zen...	V...	M..	SP....	Eng...	4	¾Fl..	Wo...	6.2	Fw.....	Mech.	30	20-7	6 2
Thornycroft	26	6720	3000	198	73	P-36x6	P-36x6d	4	4-4.40x5.50	L...	Zen...	V...	M..	SP....	Eng...	4	FF....	Wo...	7.2	Fw.....	Mech.	32	26-0	7-3
Thornycroft *	32	7170	3360	198	73	P-36x6	P-36x6d	4	4-4.75x6.00	L...	Zen...	V...	M..	SP....	Eng...	4	FF....	Wo...	72	Fw.....	Mech.	26	24-7	7-3
Thornycroft	20	4800	2700	180	60	P-34x7	P-34x7	4	6-3.75x5.25	L...	Zen...	V...	M..	SP....	Eng...	4	FF....	Wo...	5.3	Fw.....	Mech.	30	23-9	6-2
Thornycroft *	32	7100	3360	198	74	P-36x6	P-36x6d	4	6-4 14x5.25	L...	Zen...	V...	M..	SP....	Eng...	4	FF....	Wo...	7.2	Fw.....	Mech.	26	24-7	7-3
Tilling Stevens	20	4480	2240	144	57	S-36x4	S-36x4d	4	4-3.75x4.93	L...	Zen...	Pr...	M..	Co....	Sep...	4	FF....	Wo...	.....	Rw.....	Mech.	32	18-8	6-0
Tilling Stevens	32	6160	3900	186	74	P-36x6	P-36x6d	4	4-4 25x5.50	L...	Zen...	Pr...	M..	SP....	Sep...	4	FF....	Wo...	6.4	Rw†....	Mech.	26	26-0	7-2
Tilling Stevens *	38	6720	4480	204	74	P-38x7	P-38x7d	4	4-4.25x5.50	L...	Zen...	Pr...	M..	SP....	Sep...	4	FF....	Wo...	6.4	Rw†....	Mech.	28	27-6	7-2
Til.ing Stevens *	52	9170	5600	183	70	S-30x4¾	S-36x4¾d	4	4-4.50x5.50	L...	Zen...	Pr...	M..	GE....	.....	...	FF....	Wo...	10.0	Rw.....	Mech.	34	25-9	7-2
Vulcan	20	3020	1900	142	58	P-34x7	P-34x7	4	4-3.34x5.11	L...	Zen...	V...	M..	Co....	Eng...	4	FF....	Wo...	7.0	Rw.....	Mech.	27	18-10	7-0
Vulcan	20	3470	2000	150	58	P-34x7	P-34x7	4	6-2.71x4.72	L...	Zen...	V...	M..	SP....	Eng...	4	FF....	Wo...	7.0	Fw.....	Mech.	27	22-5	7-0
Vulcan *	30	5375	3900	186	70	P-36x6	P-36x6d	4	4-4.33x5.51	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Wo...	6.5	Fw.....	Mech.	24	23-10	7-6
Watson	32	6950	3360	162	62	S-36x4¾	S-40x4¾d	4	4-4.50x5.50	L...	Cla...	G...	M..	Co....	Sep...	4	FF....	DR...	7.9	Rw†....	Mech.	33	19-6	7-3
W. & G.	14	3020	2000	141	60	B-33x6¾	B-33x6¾	4	6-3.00x3 75	I...	Zen...	V...	M..	SP....	Eng...	3	FF....	Wo...	5.5	Fw.....	Hyd...	24	15-7	5-8
W. & G.	20	4030	2800	155	63	P-33x5	P-33x5d	4	4-4.00x5.50	L...	Zen...	V...	M..	Co....	Sep...	4	FF....	Sp....	5.5	Rw†....	Mech.	31	18-10	6-3
W. & G.	26	5650	3580	188	68	P-32x6	P-32x6d	4	6-3.75x5.00	L...	Zen...	V...	M..	MD..	Eng...	4	FF....	Wo...	7.0	Fw.....	Mech.	24	23-5	6-10

B—Battery.
Cla—Claudel.
Co—Cone.
d—Dual.
DR—Double Reduction.
Eng—Unit with Engine.
FF—Full Floating.
½Fl—Semi-Floating.
¾Fl—¾ Floating
Fw—Four Wheels.

G—Gravity.
GE—Gas Electric.
Hyd—Hydraulic.
I—Valve in Head.
IG—Internal Gear.
L—"L" Head.
M—Magneto.
MD—Multiple Disk.
Mech—Mechanical.
Opt—Optional.

P—Pneumatic.
Pr—Pressure.
Rw—Rear Wheels Only.
S—Solid.
Sep—Separate Unit.
Sl—Sleeve Valve Type.
Smi—Smiths
Sol—Solex.
SP—Single Plate.
Sp—Spiral Bevel.

Strom—Stromberg.
T&Fw—Transmission and Four Wheels.
T&Rw—Transmission and Rear Wheels.
V—Vacuum.
Vac—Vacuum.
Wo—Worm.
Zen—Zenith.
†—Front brakes Extra Cost.
***—Driver beside engine.

Continental Bus Chassis

MAKE	Seating Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires Front	Tires Rear	No. of Wheels	No. of Cylinders Bore and Stroke	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Make	Clutch Type	Gearset Location	No. Forward Speeds	Final Drive	Brakes (Foot)	Brakes (Hand)	Brakes Operation
FRENCH																		
Bernard	20	180	65	32x6	32x6d	4	6-3.22x4.52	L	Zenith	Vac	Scint	Disk	UE	4	DR	FR	FR	Direct
Laffly	20	177	66	855x155	855x155d	4	4-3.54x5.11	I	Zenith	Grav	SEV	Disk	UE	4	Bev	FR	R	Direct
Renault	30	139	56	775x145	775x145	6	4-2.95x4.72	L	Own	Grav	SEV	Cone	Sep	4	SpB	FR	R	Servo
Renault	40	236	69	36x7	36x7d	4	4-4.33x6.29	L	Own	Vac	SEV	Cone	Sep	4	DR	FR	R	Servo
Scemia	40	236	69	36x7	36x7d	4	4-4.33x6.29	L	Renau	Vac	SEV	Cone	Sep	4	DR	FR	R	Servo
Somua	45	216	66	36x7	36x7d	4	4-3.93x5.90	F	Solex	Grav	SEV	Disk	Sep	4	DR	TR	R	Direct
BELGIAN																		
Bovy	35	196	64	34x7	34x7d	4	6-3.62x4.72	L	Solex	Vac	Scint	Disk	Sep	4	DR	FR	R	Direct
Miesse	30	204	70	855x155	855x155d	4	4-3.14x5.11	I	Sthen	Vac	Deleo	Disk	UE	4	DR	FR	R	Direct
Miesse	45	213	78	1025x185	1025x185d	6	8-3 14x5.11	I	Sthen	Vac	Deleo	Disk	UE	4	Wo	FR	FR	Direct
Minerva	36	210	69	38x7	38x7d	4	4-4.33x5.51	Sl	Zenith	Vac	Scint	Disk	UE	4	Sp.B	FR	R	Servo
ITALIAN																		
Lancia	30	186	64	955x155	955x155d	4	4-4.33x5.11	L	Zenith	Vac	Bosch	Disk	Sep	4	Bev	FT	R	Direct
Lancia	50	201	73	985x205	985x205d	4	6-3.93x5.90	I	Zenith	Vac	Bosch	Disk	UE	4	Bev	FR	R	Direct
SWISS																		
Saurer	40	228	70	40x9	40x9d	4	6-4.33x5.90	I	Own	Vac	Scint	Disk	UE	4	DR	FR	ER	Direct

ABBREVIATIONS:

Bev—Bevel.
d—Dual.
Disk—Multiple Disk.
DR—Double reduction.
ER—Engine and rear orakes.
FR—Front and rear brakes.
FT—Front and transmission brakes.
Grav—Gravity.
I—I head.
L—L Head.
R—Rear.
Sep—Separate.
Sl—Sleeve Valve.
Servo—Servo brake.
SpB—Spiral bevel.
UE—Unit with engine.
Vac—Vacuum.
Wo—Worm.

New British Cars Above 13 hp. Are 65 Per Cent Sedans

RECENT statistics issued by the British Ministry of Transport concerning the motor vehicle registrations during the six months of March to August, 1927, include a table showing the number of open cars and saloons registered for the first time in each horsepower category from six to 50, the power being that shown by the tax rating $\frac{D^2N}{2.5}$, the term saloon including sedans and other types of closed bodywork.

From this table it appears that, of the total number (approximately 98,000) of new cars of all sizes registered in that period, over 56,000 were phaetons or roadsters and nearly 42,000 sedans. The numerical ascendancy of the open cars occurs in the smaller sizes (6 to 13 hp.), for in every rating from 14 hp. to 50 hp. the percentage of closed cars is 50 or over. As shown by the accompanying chart, however, there is no approach to uniformity in the percentages above that line of demarcation, and there are 20 classes over 18 hp. that show a smaller proportion of sedans than in the latter category. Of cars of less than 30 hp., sedans show the biggest representation at 18 hp. and 25 hp., while at 45 hp. the percentage falls as low as 50.

These official returns do not confirm the statements of manufacturers and dealers in general and custom-body builders in particular, who have asserted that, for some while past, the percentage of closed cars of over 14 hp. is nearly 100, and it is difficult to account for the discrepancy. It is evident, at all events, that there is still an appreciable demand in England for open cars in the larger sizes, and partly accounting for that is the fact that frequently where more than one car per family occurs the second has an open body, or bodywork of the type equipped with an "all-weather" folding top.

A point to be noted in these statistics is that 89 per cent of the total number of new cars registered during the period mentioned were of less than 20 hp.; almost precisely 50 per cent were of less than 14 hp. The 12 hp. and 14 hp. class were the most numerous of any (approximately 20,000 and 16,000 respectively), the 8 hp. class coming third with 13,750 a class that includes the increasingly popular Austin Seven.

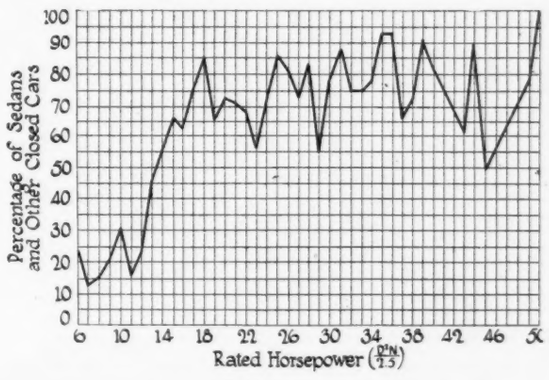
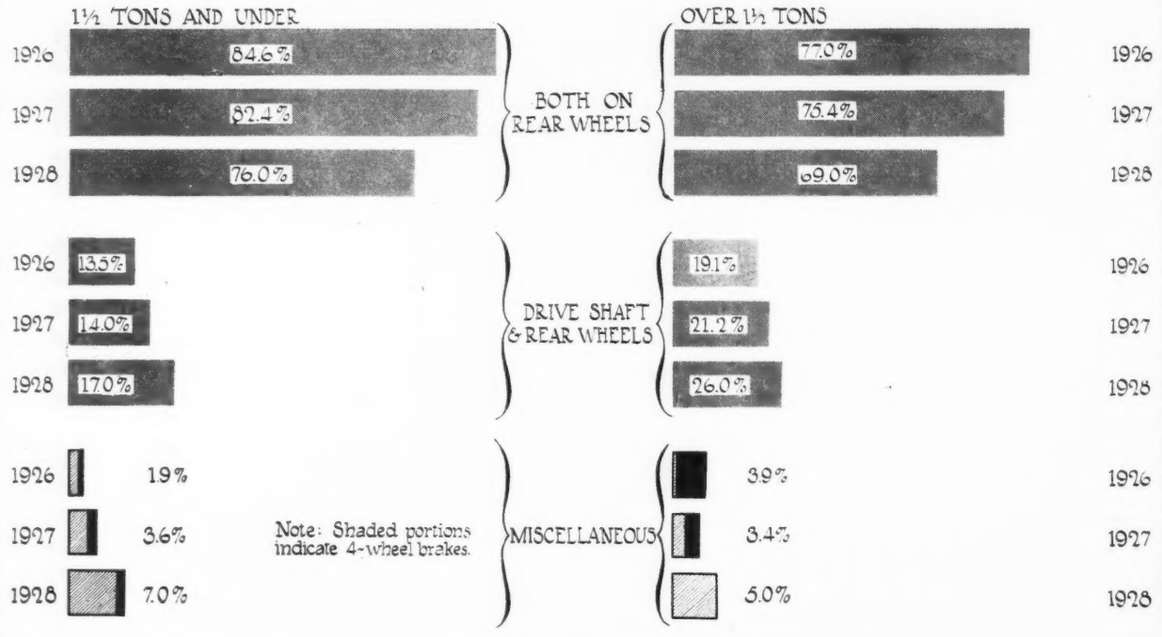


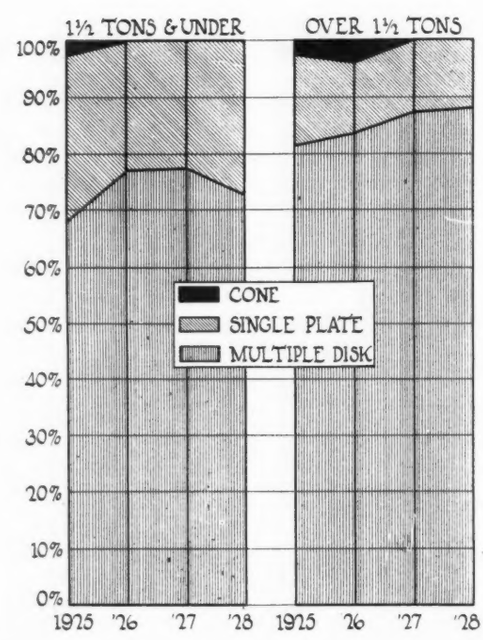
Chart showing percentage of sedans and other closed cars in British registrations

Current Trends in

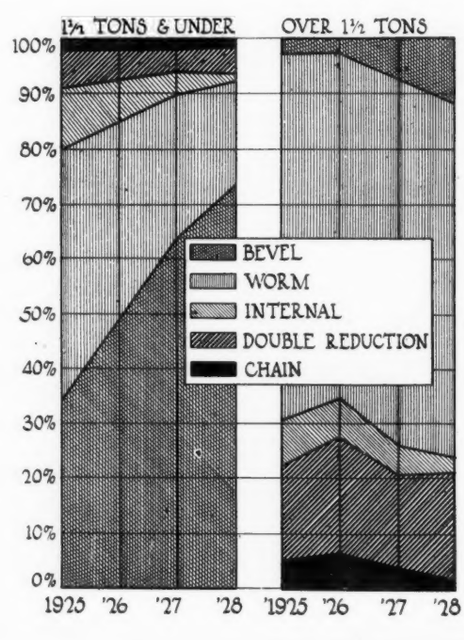
Service Brake Equipment



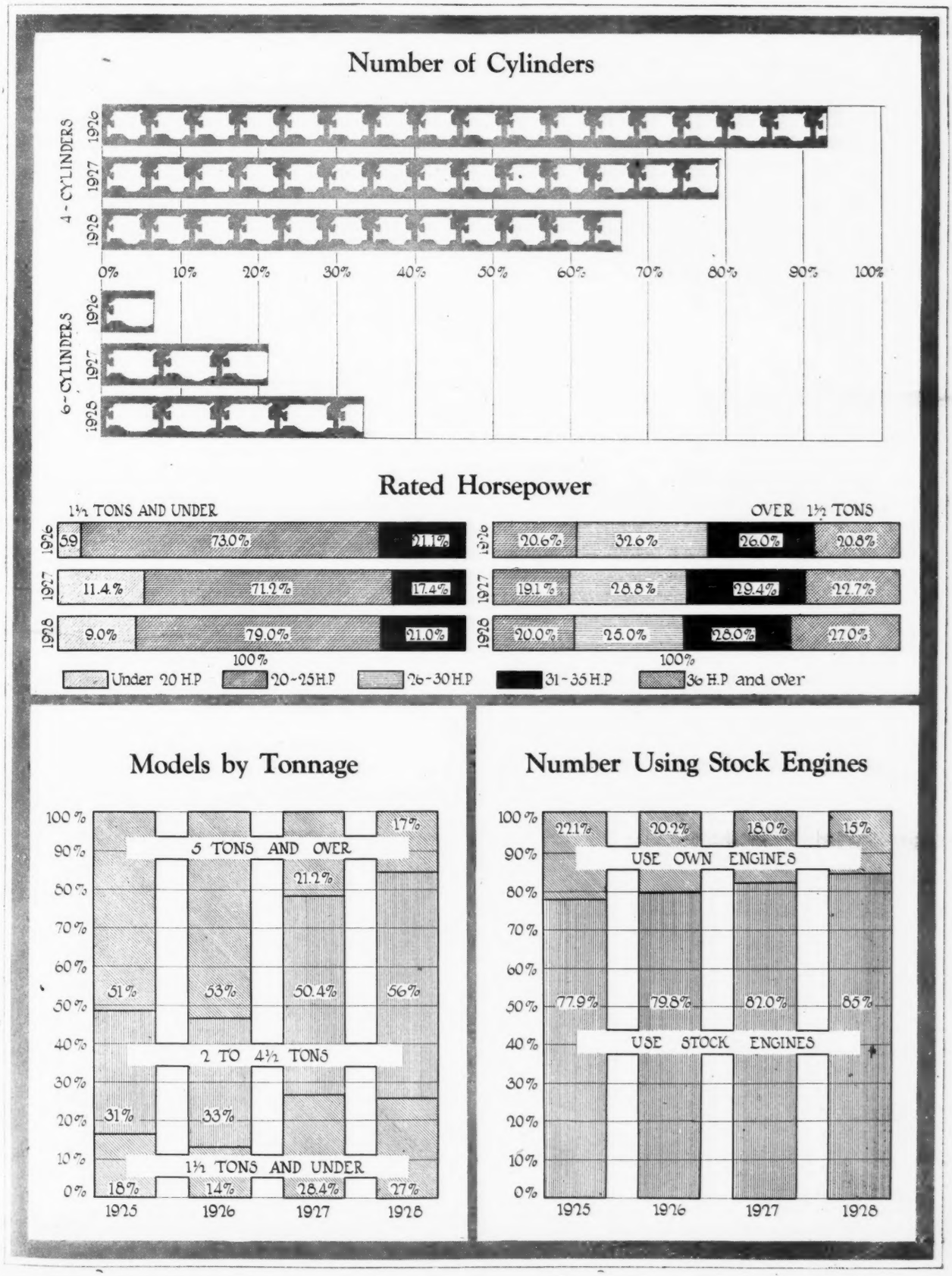
Clutch Type



Final Drive



Motor Truck Design



American Gasoline

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES SIZE & TYPE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universal Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type					
Acme.....14-16	1	.....	120	P30x5	P 30x5	Con H8°....	4°-3⅜x4¼	18.2	Til..	V..	A-L..	A-L..	P. B&B	M.M.....	M.M	Sal 1595E..	S..	½..	B..	Sal..	D-G..	Bim..	2000°
Acme.....24	1¼	.....	136	P 30x5	P 30x5	Con S4.....	4-4¼x4½	28.9	Zen..	V..	A-L..	A-L..	D. Ful.	Ful SU12..	Blo..	Col 54010...	S..	F..	A..	Col..	Ross.	Smi..	3450
Acme.....36	1½	.....	136	P 32x6	P 32x6	Con 8R.....	6-3⅜x4½	27.3	Zen..	V..	A-L..	A-L..	D Ful..	Ful SU12..	Blo..	Tim 5620...	S..	F..	A..	Tim..	Ross.	Smi..	3600
Acme.....44-46	2	.....	150	P 32x6	P 32x6	Con 11U°...	6°-3¼x4⅝	25.4°	Zen..	V..	A-L..	A-L..	D. Ful.	Ful GU12..	Blo..	Tim 63500...	W..	F..	A..	Tim..	Ross.	Smi..	4000°
Acme.....54-56	2½	.....	156°	S 34x5	S 34x8	Con S4°....	4°-4¼x4½	28.9°	Zen..	V..	ABos..	A-L..	D. Ful.	Ful GU14..	Blo..	Tim 65600..	W..	F..	A..	Tim..	Ross.	Bim..	5100
Acme.....74-76	3½	.....	173°	S 36x5	S 36x10	Con L4°....	4°-4½x5½	32.4°	Zen..	V..	ABos..	A-L..	D. Ful.	Ful H.....	Blo..	Tim 65700...	W..	F..	A..	Tim..	Ross.	Smi..	6250°
Acme.....90L	4½	.....	179⅝	S 36x5	S 40x12	Con B7.....	4-5x6	40.0	Zen..	V..	ABos..	A-L..	D. Ful.	Ful HOG..	Blo..	Tim 66600..	W..	F..	A..	Tim..	Ross.	Smi..	7900
Acme.....104-106	5, 5½	.....	180	S 36x6	S 40x14	Con B7°....	4°-5x6	40.0	Zen..	V..	ABos..	A-L..	D. Ful.	Ful HOG..	Blo..	Tim 67600...	W..	F..	A..	Tim..	Ross.	Smi..	8850°
Acme.....24	TT	.....	114	P 30x5	P 30x5	Con S4.....	4-4¼x4½	28.9	Zen..	V..	ABos..	A-L..	D. Ful.	Ful.....	Blo..	Col 53006...	S..	F..	A..	Col..	Ross.	Smi..	3625
Acme.....36	TT	.....	116	P 32x6	P 32x6	Con 8R.....	6-3⅜x4½	27.3	Zen..	V..	ABos..	A-L..	D. Ful.	Ful.....	Blo..	Tim 5620...	S..	F..	A..	Tim..	Ross.	Smi..	4000
Acme.....54-56	TT	.....	124½°	P 34x5	P 34x8	Con 6B°....	6°-3⅜x5	33.7°	Zen..	V..	ABos..	A-L..	D. Ful.	Ful.....	Blo..	Tim 65660D	W..	F..	A..	Tim..	Ross.	Bim..	5000
Acme.....74-76	TT	.....	120°	P 36x5	P 36x10	Con L4°....	4°-4½x5½	32.4°	Zen..	V..	ABos..	A-L..	D. Ful.	Ful.....	Blo..	Tim 6570...	W..	F..	A..	Tim..	Ross.	Smi..	6000°
Acme.....104	TT	.....	129	P 36x6	P 40x14	Con B7.....	4-5x6	40.0	Zen..	V..	ABos..	A-L..	D. Ful.	Ful.....	Blo..	Tim 6760...	W..	F..	A..	Tim..	Ross.	Smi..	9200
Acorn.....	1, 1½, 2	.....	144	P 34x5°	P 34x5°	Con S4.....	4-4¼x4½	28.9	Zen..	G..	ABos°	A-L..	D. Ful.	Ful SU12..	Spi..	Cla B501°..	S..	½..	A..	Shu..	Ross.	.....	3600°
Acorn.....50	2½	3250	156	S 36x5‡	S 36x10‡	Buda ETU..	4-4¼x5½	28.9	Zen..	G..	RBos..	None...	D. B-L	B-L 51....	Spi..	Tim 6566..	W..	F..	A..	Tim..	Ross.	Pru..	5500
Acorn.....70	4	4250	166	S 36x5	S 40x10	Buda YBU-I.	4-4½x6	32.4	Zen..	G..	RBos..	.....	D. B-L	B-L 60....	Spi..	Tim 66600..	W..	F..	A..	Tim..	Ross.	Int..	7400
American La France..9R	2	.....	156	P 32x6	DP32x6	Own DW6...	6-3¾x5	33.7	Zen..	V..	D-R..	D-R...	P. B&B	Own G7....	Spi..	Ti'63-500BX	W..	F..	A..	Tim..	Ross.	Van..	5100
American La France...W	2½	3950	Opt...	S 36x4	S 36x7	Own 2R.....	4-4¼x6	28.9	Zen..	V..	ABos..	ABos‡..	D. Own	Own 2R....	Own.	Own 2R....	R..	F..	B.	Own.....	.....	Day..	6600
American La France...Y	3½	4950	Opt...	S 36x5	DS36x5	Own 3R.....	4-4¼x6	28.9	Zen..	V..	ABos..	ABos‡..	D. Own	Own 3R....	Own.	Own .5R....	W..	F..	B.	Own.....	.....	Day..	8600°
AmericanLaFranceV,Z,U	5, 6½, 7½	5750°	Opt...	S 36x7°	DS40x7°	Own 5R.....	4-4¾x6	36.1	Zen..	V..	ABos..	ABos‡..	D. Own	Own 5R....	Own.	Own 5R....	R..	F..	B.	Own.....	.....	Day..	9600
American La France..TT	5	3950	131	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	Zen..	V..	ABos..	ABos‡..	D. Own	Own 2R....	Own.	Own 2R....	R..	F..	B.	Own.....	.....	Day..	6400
American La France..TT	7	4950	133	S 36x6	DS36x6	Own 3R.....	4-4¼x6	28.9	Zen..	V..	ABos..	ABos‡..	D. Own	Own 3R....	Own.	Own 5R....	R..	F..	B.	Own.....	.....	Day..	8400
American La France..TT	10, 13 15	5750°	133	S 36x7°	DS40x7°	Own 5R.....	4-4¾x6	36.1	Zen..	V..	ABos..	ABos‡..	D. Own	Own 5R....	Own.	Own 5R....	W..	F..	B.	Own.....	.....	Day..	9500°
Armleder..30, 30,B 30-6	1½	.....	148°	S 34x4‡	S 34x6‡	Her° OX....	4°-4x5	25.6°	Zen..	V..	ABos°	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	½..	A..	Tim..	Ross.	Smi..	4400°
Armleder.....40-6, 40	2	.....	149°	S 36x4	S 36x8	Her° OX....	4°-4x5	25.6°	Zen..	V..	ABos°	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Smi..	.....
Armleder.....50-55	2½	.....	152°	S 36x4‡	S 36x8‡	Buda°EBU-I	4-4¼x5½	28.9°	Zen..	V..	ABos..	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Smi..	5300
Armleder.....60-6, 50-6	2½, 3	.....	158°	S 36x4‡°	S 36x8‡°	Buda BUS..	6-4x5½	38.4	Zen..	V..	A-L..	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Smi..	5600°
Armleder.....60	3	.....	152°	S 36x5‡	S 36x10‡	Buda EBU-I.	4-4¼x5½	28.9	Zen..	V..	ABos..	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Smi..	5800
Armleder.....70, 70-6	4	.....	156°	S 36x6	S 36x12	Buda BUS°..	6°-4x5½	38.4°	Zen..	V..	ABos..	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	F..	B.	Tim..	Ross.	Smi..	7600°
Armleder.....30	TT	.....	115	S 34x4	S 34x6	Her OX.....	4-4x5	25.6	Zen..	V..	ABos..	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	½..	A..	Tim..	Ross.	Smi..	4100
Armleder.....50-70	TT	.....	119°	S 36x6°	S36x12°	Buda YBU-I°	4-4½x6	32.4°	Zen..	V..	ABos..	A-L..	D. B-L	B-L.....	Spi..	Tim.....	W..	F..	A..	Tim..	Ross.	Smi..	7000°
Autocar.....A	1½	.....	142°	P 32x6	P 32x6	Own A.....	4-4x5½	25.6	Str..	V..	L-N..	L-N....	P.Long.	B-L 31....	Spi..	Ti'5623-BX	S..	F..	E..	Tim..	Han..	.....	3900
Autocar.....A	2	.....	142°	S 34x4	S 34x7	Own A.....	4-4x5½	25.6	Str..	V..	L-N..	L-N....	P. Long	B-L 31....	Spi..	Tim 63000..	W..	F..	E..	Tim..	Han..	.....	4050
Autocar.....H	2½	.....	114°	S 34x5	S36x8	Own Y.....	4-4¼x5½	28.9	Str..	G..	ABos..	L-N‡..	P. Own	Own Y....	Spi..	Own H.....	R..	F..	A..	Own..	Ross.	.....	5500
Autocar.....H	3, 3½	.....	114°	S 34x5	S 36x10	Own Y.....	4-4¼x5½	28.9	Str..	G..	ABos..	L-N‡..	P. Own	Own J....	Spi..	Own J.....	R..	F..	A..	Own..	Ross.	.....	6000
Autocar.....M	5	.....	120°	S 34x6	S 36x12	Own M.....	4-4½x5½	32.4	Str..	G..	ABos..	L-N‡..	P. Own	Own B....	Spi..	Own M.....	R..	F..	A..	Own..	Ross.	.....	7200
Autocar.....HT, HST	TT	.....	108°	S 34x5	S 36x10°	Own Y.....	4-4¼x5½	28.9	Str..	G..	ABos..	L-N‡..	P. Own.	Own.....	Spi..	Own.....	R..	F..	A..	Own..	Ross.	.....	6750°
Autocar.....MT	TT	.....	110	S 34x6	S 36x12	Own M.....	4-4½x5½	32.4	Str..	G..	ABos..	L-N‡..	P. Own.	Own B....	Spi..	Own M.....	R..	F..	A..	Own..	Ross.	.....	7400
Biederman.....	1	.....	138	P 30x5	P 30x5	Con 8R.....	6-3⅜x4½	27.3	Zen..	G..	Del...	A-L..	D. B-L	B-L 31....	Spi..	Cla.....	B..	½..	A..	Shu..	Ross.	Cla..	3200
Biederman.....	1½, 1¾	.....	166°	S 34x5	S 34x8°	Con 8R.....	6-3⅜x4½	27.3	Zen..	G..	D-R..	D-R°..	D. B-L	B-L 31....	Spi..	Tim.....	W..	½..	A..	Shu..	Ross.	StM.	4600°
Biederman.....	2½, 3½	.....	160°	S 36x5°	S 36x10°	Con 6B.....	6-3¾x5	33.7	Zen..	G..	D-R..	D-R....	D. B-L	B-L 51....	Spi..	Tim.....	W..	F..	A..	Shu..	Ross.	Bet..	4900°
Biederman.....	5	.....	180°	S 36x7	S 36x14	Con 7T.....	6-4¼x6	43.3	Zen..	G..	D-R..	D-R....	D. B-L	B-L 60....	Spi..	Tim.....	W..	F..	A..	Shu..	Ross.	Day..	9200
Bridgeport.....AT	2	.....	148	S 34x4	S 34x8	Buda WTU..	4-3¾x5⅛	22.5	Zen..	V..	Eis..	None...	D. B-L	B-L 30....	Spi..	Tim 6462..	W..	½..	A..	She..	Ross.	Jon..	4700
Bridgeport.....R	2½, 3	.....	160	S 36x5	S 36x10	Buda ETU..	4-4¼x5½	28.9	Zen..	V..	Eis..	None...	D. B-L	B-L 35....	Spi..	Tim 65660D	W..	F..	A..	She..	Ross.	Jon..	5800
Bridgeport.....G-7	5½	.....	170	S 36x6	S 40x14	Buda BTU..	4-5x6½	40.0	Zen..	V..	Eis..	None...	D. B-L	B-L 60....	Spi..	Tim 6760..	W..	F..	A..	She..	Ross.	Smi..	8500
Brockway Junior.....	1	.....	130	P 30x5	P 30x5	Wis C.....	4-3¾x5	22.5	Zen..	V..	A-L..	A-L....	P B&B.	B-L 30....	Spi..	Col 35001..	B..	½..	A..	Col..	Ross.	Smi..	2990
Brockway.....E	1½	.....	139½	P 32x6	P 32x6	Wis SU.....	4-4x5	25.6	Zen..	V..	L-N..	L-N....	D. B-L	B-L 30....	Spi..	Col 54002..	B..	¾..	A..	Col..	Ross.	Smi..	3870
Brockway.....EYW	2	.....	150	P 32x6	DP32x6	Wis Y.....	6-3⅜x5	27.3	Zen..	V..	I-N..	L-N....	D. B-L	B-L 35....	Spi..	Wis 4600...	R..	F..	E..	Col..	Ross.	Van..	5090
Brockway.....SK, S	2	.....	140°	S 34x4‡	S 34x8‡	Wis SU°....	4-4x5	25.6°	Zen..	V..	Eis..	L-N....	D. B-L	B-L 30°...	Spi..	Tim 64600°.	W..	½..	A..	Tim..	Ross.	Smi..	4690°
Brockway.....SY	2½	.....	150	P 32x6	P 34x7	Wis Y.....	6-3⅜x5	27.2	Zen..	V..	Eis..	L-N....	D. B-L	B-L 35....	Spi..	Wis 4600...	R..	F..	E..	Col..	Ross.	Van..	5145
Brockway.....K16, K	3	.....	153°	S 36x5‡	S 36x10‡	Con K4.....	4-4½x5¼	27.2	Zen..	V..	Eis..	L-N....	D. B-L	B-L 35....	Spi..	Tim 65600D	W..	F..	A..	Tim..	Ross.	Day..	5855°
Brockway.....KW	3	.....	170	P 34x7	DP34x7	Wis H.....	6-4x5	38.4	Zen..	V..	Eis..	L-N....	D. B-L	B-L 51....	Spi..	Wis 6731...	R..	F..	B..	Shu..	Ross.	Van..	6020
Brockway.....R, KR	3, 4	.....	156	S 36x5°	S 36x10°	Con L4.....	4-4½x5½	32.4	Zen..	V..	Eis..	L-N....	D. B-L	B-L 55....	Spi..	Tim 65600D	W..	F..	A..	Tim..	Ross.	Day..	6290°
Brockway.RH, RT, R14	4	.....	175°	S 36x5‡	S 36x12‡	Con L4.....	4°-4½x5½	32.4°	Zen..	V..	Eis..	L-N....	D. B-L	B-L 35°...	Spi..	Tim 66600D	W..	F..	A..	Tim..	Ross.	Day..	7900°
Brockway.....T,T-18	5	.....	174°	S 36x6	S 40x14	Con B7.....	4-5x6	40.0	Zen..	V..	Eis..	L-N....	D. B-L	B-L 60....	Spi..	Tim 68700S.	W..	F..	A..	Tim..	Ross.	Day..	10065°
Brockway.....BT	5½	.....	150	S 36x6	DS40x8	Buda BBU..	4-5x6½	40.0	Zen..	V..	Eis..	L-N....	D. B-L	B-L 70....	Spi..	Tim 68700S.	W..	F..	B.	Tim..	Ross.	Day..	11060
Chevrolet. Cap. Com. Ch.	½	.....	103	B29x4.40	B 29x4.40	Own.....	4-3⅛x4	21.7	Car..	V..	D-R..	D-R....	P. Own.	Own Cap..	Own.	Own.....	S..	½..	A..	Own..	Own..	Jax..	1550
Chevrolet Cap.....	1	495	124	B29x4.40	P 30x5	Own Sup....	4-3⅛x4	21.7	Car..	V..	D-R..	D-R....	P. Own.	Own Cap..	Own.	Own Cap..	S..	½..	A..	Own..	Own..	Jax..	2030
Chicago.....AX. 15V	11½	.....	142⅞	P 32x6	P 32x6	Wau V°.....	4-4x5	25.6°	Zen..	G..	Apo°..	A-L‡..	D. B-L	B-L.....	Pet°.	Tim 5620..	B..	F°.	A..	Tim..	Ross.	Smi..	3720°
Chicago.....20A, 20V	2	.....	163°	S 34x4	S 34x7	Wau V°.....	4°-4x5	25.6°	Zen..	G..	Apo..	A-L....	D. B-L	B-L 31....	Pet°.	Tim 63500..	W..	F..	A..	Tim..	Ross.	Smi..	4670°
Chicago.....30V, 25V	2½, 3	.....	168°	S 36x4°	S 36x8°	Wau V.....	4-4x5	25.6	Zen..	G..	Apo..	A-L....	D. B-L	B-L 35....	Pet..	Tim 65660D	W..	F..	A..	Tim..	Ross.	StM°	5940°
Chicago..30CU7, 30CU4	3	.....	159°	S 36x5	S 36x10	Wau CU.....	4-4⅜x5¾	30.6	Zen..	G..	Apo..	.....	D. B-L	B-L 55....	Pet..	Ti'65700SP°	W..	F..	A..	Tim..	Ross.	Smi..	.....
Chicago..40DU4, 40DU7	4	.....	178°	S 36x5	S 36x12	Wau DU.....	4-4½x6¼	32.4	Zen..	G..	Apo..	None...	D. B-L	B-L.....	Pet..	Tim 66600D	W..	F..	A..	Tim..	Ross.	Smi..	8650°
Chicago..70EU7, 50EU4	5, 5½	.....	183°	S 36x6	S 40x12°	Wau EU.....	4-5x6¼	40.0	Zen..	G..	Apo..	None...	D. B-L	B-L60Max°	Pet..	Tim 676D°..	W..	F..	A..	Tim..	Ross.	Smi..	8500°
Clinton.....20B, 42	1¼, 2	.....	153°	P 30x5°	P 30x5°	Wau V.....	4-4x5	25.6	Zen..	V..	Spl...	D-R....	D. B-L	B-L 31....	Blo..	Cla B501..	B..	½..	A..	Shu..	Ross.	Van..	3750°
Clinton.....32	1½	.....	153	P 32x6	P 32x6	Wau V.....	4-4x5	25.6	Zen..	V..	Spl...	D-R....	D. B-L	B-L 31....	Blo..	Cla 501....	B..	½..	A..	Shu..	Ross.	Van..	3950
Clinton.....45	2	.....	163	S 34x4‡	DS34x4‡	Wau.....V.	4-4x5	25.6	Zen..	V..	Spl...	D-R....	D. B-L	B-L 35....	Blo..	Tim 64600..	W..	½..	A..	Tim..	Ross.	StM.	4875
Clinton.....65	3	.....	184	S 34x5‡	DS34x5‡	Wau CU.....	4-4⅜x5¾	30.6	Zen..	V..	Spl...	D-R....	D. B-L	B-L 55....	Blo..	Tim 65600D	W..	F..	A..	Tim..	Ross.	StM.	5925
Clinton.....55-6	3	.....	168	P 32x6	DP32x6	Buda DW-6..	6-3¾x5	33.7	Zen..	V..	Spl...	D-R....	D. B-L	B-L 35....	Blo..	Cla B720...	B..	½..	A..	Shu..	Ross.	Van..	5200
Clinton.....55-6	3½	.....	190	P 34x7	DP34x7	Bud BUS....	6-4x5½	38.4	Str..	V..	Spl...	D-R....	. B-L	B-L 55....	Blo..	Tim 65600S.	W..	F..	B.	Tim..	Ross.	Van..	5975
Clinton.....90, 90M	4	.....	190	S 36x5	DS36x6	Wau DU.....	4-4½x6¼	32.4	Zen..	V..	Spl...	D-R....	D. B-L	B-L 55°...	Blo..	Tim 66600..	W..	F..	A..	Tim..	Ross.	StM.	8000°
Clinton.....120L	5	.....	204	S 36x6	DS36x7	Wau EU.....	4-5x6¼	40.0	Zen..	V..	Spl...	ABos..	D.B-L.	B-L 60....	Blo..	Tim 67700..	W..	F..	A..	Tim..	Ross.	StM.	9550
Clinton..120LM, 120SM	5, 5½	.....	172°	S 36x6	DS40°x7	Wau EU.....	4-5x6¼	40.0	Zen..	V..	Spl...	D-R°..	D. B-L	B-L60 Max	Blo..	Tim 67700..	W..	F..	A..	Tim..	Ross.	StM.	9500°
Chicago.....50EU7	5	.....	187⅝	S 36x6	S 40x12	Wau EU.....	4-5x6¼	40.0	Zen..	G..	Apo..	Non...	D. B-L	B-L60 Max	Pet..	Tim 6760D..	W..	F..	A..	Tim..	Ross.	Smi..	8600
Clydesdale.....16, 10A	1, 1¼	.....	154°	P 34x5	P 34x5	Con S4.....	4-4¼x4½	28.9	Zen..	V..	ABos..	ABos..	D. B-L	B-L 31....	Spi..	Tim 6528°..	W°	½°	A..	Tim..	Ross.	Smi..	3250°
Clydesdale.....12,14	1½	.....	174°	P 32x6	P 32x6	Con 8R.....	6-3⅜x4½	27.3	Str..	V..	ABos..	ABos..	D. B-L	B-L 31....	Spi..	Tim 6258..	W..	½..	A..	Tim..	Ross.	Smi..	3700°
Clydesdale.....9	2	.....	160°	S 34x4	S 34x6	Con S4.....	4-4¼x4½	28.3	Zen..	V..	ABos..	ABos..	D. B-L	B-L 35....	Spi..	Tim 64600..	W..	½..	A..	Tim..	Ross.	Smi..	4600
Clydesdale.....6	3	.....	163°	S 36x5	DS36x5	Con L4.....	4-4½x5½	32.4	Zen..	V..	ABos..	ABos*..	D. B-L	B-L 51....	Spi..	Tim 6566..	W..	F..	A..	Tim..	Ross.	Smi..	5850
Clydesdale.....8, 6X	2½, 3	.....	163°	S 36x4	S 36x8	Con K4.....	4-4½x5¼	27.2	Zen..	V..	ABos..	ABos*..	D. B-L	B-L 51°...	Spi..	Tim 6566..	W..	F..	A..	Tim..	Ross.	Smi..	5700°
Clydesdale.....4, 4X	3½	.....	177°	S 36x5°	DS36x5°	Con L4°....	4-4½x5½	32.4°	Zen..	V..	ABos..	ABos*..	D. B-L	B-L60 Max	Spi..	Tim 6666..	W..	F..	A..	Tim..	Ross.	Smi..	7300°
Clydesdale.....2	5	.....	176°	S 36x7	DS40x7	Con B7.....	4-5x6	40.0	Zen..	V..	ABos..	ABos*..	D. B-L	B-L60 Max	Spi..	Tim 6760..	W..	F..	A..	Tim..	Ross.	Smi..	9750
Coleman.....C-25	.....	.....	109	P 32x6	P 32x6	Bud HS6....	6-3⅜x4½	27.3	Str..	V..	ABos..	ABos..	D. B-L	B-L 31....	Spi..	Tim 6258..	W..	½..	A..	Tim..	Ross.	Smi..	3600
Coleman.....D-40	2½	.....	130	P 38x7	P 38x7	Buda DW6..	6-3¾x5	33.7	Str..	V..	D-R..	D-R....	D. Ful	Ful GU12..	Spi..	Wis.....	R..	F..	E..	Wis..	Ross.	Van..	6800
Coleman.....4	5	.....	144	P 42x9	P 42x9	Buda YBU-I.	4-4½x6	32.4	Str..	V..	ABos..	ABos..	D. Ful.	Ful RU16..	Spi..	Wis 120J-FF	R..	F..	E..	Wis..	Ross.	Day..	8750
Coleman.....6-0, 6-OX	5	.....	144	P 42x9	P 42x9	Buda BUS..	6-4x5½	38.4	Str..	V..	ABos..	ABos..	D. Ful.	Ful RU16..	Spi..	Wis 120J-FF	R..	F..	E..	Wis..	Ross.	Day..	8750°
Commerce.....8A	1	.....	130	P 30x5	P 30x5	Con 11U.....	6-3¼x4⅝	25.3	Zen..	V..	D-R..	D-R....	P. Long	Cov JUH..	Blo..	Cla B365...	B..	½..	A..	Shu..	Ross.	Smi..	2900
Commerce. Sup. 11,SD11	1½	.....	118°	P 32°x6°	P 34°x7°	Con S4.....	4-4¼x4½	28.9	Zen..	V..	ABos..	.....	D. Ful.	Ful SU12..	Blo..	Cla.....	S..	½..	A..	Shu..	Ross.	Smi..	3440°
Concord.....K, KX6	1, 1¼	.....	160°	P 30x5	P 30x5	Buda HS6°..	6°-3⅝x4½	27.3°	Zen..	V..	A-L..	A-L....	D. Cov.	Cov JUC..	Blo..	Col 54008...	S..	F°.	A..	Col°.	Ross°	StM.	3500°
Concord.....GX, GX6	2	.....	163°	P 32x6	P 34x7	Buda DW6°	6°-3¾x5	33.7°	Zen..	V..	A-L°.	A-L....	D. B-L	B-L 35....	Blo..	Wis 4600...	R..	F..	A..	Tim..	Ross.	Arc..	4800°
Concord.....JX	3	.....	150°	S 36x5	S 36x10	Buda..EBU..	4-4¼x5½	28.9	Zen..	V..	Eis..	Opt...	D. B-L	B-L 51....	Blo..	Tim 65700..	W..	F..	B.	Tim..	Ross.	Arc..	5800
Corbitt.....20, 21	1, 1¼	.....	132	P 30x5	P 30x5	Con 12C°...	6-3¼x4⅝	25.3°	Zen..	V..	D-R..	D-R....	D. B-L	B-L 20-B.	Spi..	Tim 5260.B.	.....	½..	A..	Eat..	Ross.	Smi..	3100°
Corbitt.....25, 36	1½	.....	144°	P 30x5	P 32x6	Con 12C°...	6°-3¼x4⅝	25.3°	Zen..	V..	Eis..	D-R....	D. B-L	B-L 31....	Spi..	.....	.....	½..	A..	.....	Ross.	Smi..	4100
Corbitt.....44, 46	2	.....	150°	P 32x6	S 34x7	Con 15C°...	6°-3⅜x4⅝	27.3°	Zen..	V..	Eis..	D-R‡..	D. B-L	B-L 35....	Spi..	Tim64600SP	W..	½..	B..	Shu..	Ross.	Smi..	.....
Corbitt.....54, 56	2½	.....	152	S 36x4‡	S 36x8‡	Con 6B°....	6°-3¾x5	33.7°	Zen..	V..	Eis..	D-R‡..	D. B-L	B-L 51....	Spi..	Tim65600SP	W..	F..	B..	Shu..	Ross.	Smi..	7370°
Corbitt.....64, 80	3, 4	.....	178°	S 36x5°	S 36x10	Con L4.....	4-4½x5½	32.4	Zen..	V..	Eis..	D-R‡..	D. B-L	B-L 55....	Spi..	Tim 6660D°	W..	F..	B..	Shu°.	Ross.	Smi..	7370°
Corbitt.....70	5	.....	178	S 36x6	DS40x6	Con B7.....	4-5x6	40.0	Zen..	V..	Eis..	L-N‡..	D. B-L	B-L60 Max	Spi..	Ti' 68700SP	W..	F..	A..	Shu..	Ross.	Smi..	9410
Day-Elder.....M	1	1345	131	P 30x5	P 30x5	Con 12C.....	6-3¼x4⅝	25.3	Zen..	V..	D-R..	D-R....	D. B-L	Ful DU10..	Spi..	Col 35006...	B..	½..	A..	Col..	Ross.	Cla..	3100
Day Elder....G, H, HB	1½, 2	.....	144°	P 32°x6°	P 34°x7°	Buda WTU..	4-3¾x5½	22.5	Zen..	V..	D-R..	D-R....	D. B-L	Ful.....	Spi..	Tim.....	B..	F..	A..	Tim..	Ross.	Van..	4300°
Day Elder.....HB6	2	.....	144°	P 32x6	P 34x7	Con 12C.....	6-3¼x4⅝	25.3	Zen..	V..	D-R..	D-R....	D. B-L	Ful.....	Spi..	Tim 5620..	B..	F..	A..	Tim..	Ross.	Van..	4400
Day Elder.....I	2½	.....	144°	S 36x4‡	S 36x8‡	Buda KBU..	4-4x5¼	25.6	Zen..	V..	D-R..	D-R°..	D. B-L	B-L 35....	Spi..	Tim 65600D	W..	F..	A..	Tim..	Ross.	Van..	5700
Day Elder.....J, J6	3	.....	156°	P 36x6°	DP36x6°	Con 6B°....	6°-3¾x5	33.7°	Zen..	V..	D-R..	D-R*..	D. B-L	B-L 51....	Spi..	Tim 65600D	W..	F..	A..	Tim..	Ross.	Van..	6500

Truck Chassis

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universal Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type					
Day Elder.....K	4	.....	162°	S 36x5	S 36x12	Buda YBU..	4-4½x6	32.4	Zen..	V..	Eis..	D-R‡..	D. B-L.	B-L 55....	Spi..	Tim 66600D	W.	F..	A..	Tim..	Gem.	Van..	8500
Day Elder.....L	5	.....	170°	S 36x6	DS40x7	Buda BBU..	4-5x6½	40.0	Zen..	V..	Eis..	D-R‡..	D. B-L.	B-L 60....	Spi..	Tim 67600D	W.	F..	A..	Tim..	Gem.	Van..	10000
Defiance.....	1¼	.....	127	P 30x5	P 30x5	Own 25.....	6-3½x5	23 4	Zen..	V..	L-N....	L-N....	P. B&B	Dur.....	Spi..	Own.....	B..	½	A.	Shu..	Gem.	Smi..	3085
Defiance.....	1¼	.....	129	P 30x5	P 30x5	Con 20L....	6-2¾x4¾	18.1	Zen..	.....	.....	.....	D-R....	P. B&B	Spi..	Col 35008..	B..	.....	.....	Shu..	Gem.	Smi..	2980
Defiance.....FRT	2	.....	145	P 32x6	P 32x6	Con 12C....	6-3¼x4½	25.3	Zen..	V..	A-L..	A-L....	P. B&B	Dur.....	Spi..	Cla 501....	B..	F..	A.	Shu.	Han.	Smi..	3600
Defiance.....EVT	2	.....	160	S 34x4	S 34x8	Her.....	4-3¾x5⅛	22.5	Zen..	V..	ABos..	.....	D. B-L.	Cot.....	Spi..	Tim 6460..	W.	½	A.	Tim..	Han.	StM..	4300
Defiance.....	2½	.....	175	S 36x4	S 36x8	Con S4.....	4-4¼x4½	28.9	Zen..	V..	A-L..	A-L....	D. Ful.	Ful GU12..	Spi..	Tim 6460..	W.	F..	A.	Tim..	Han.	.....	5100
Defiance.....	3	.....	183½	P 32x6	DP32x6	Con 6B.....	6-3¾x5	33.7	Zen..	V..	ABos..	ABos....	D. Ful.	Ful GU12..	Spi..	Wis 8800D..	R..	F..	A.	Tim..	Ross.	Std..	6500
Denby.....41, 41A	1, 1½	.....	128	P 34x5	P 36°x6°	Her O.....	4-4x5	25.6	Zen..	G..	ABos..	ABos....	D. Ful.	Ful.....	UP..	Col.....	S..	¾	.....	Con..	Ross.	StM..	3365°
Denby.....43, 35	2½, 3	.....	155	S 36x4	S 36x8	Con K4°....	4-4½x5¼	27.2°	Zen..	G..	Eis.....	.....	D. Ful.	Ful.....	UP..	Cla.....	I..	D..	.....	Con..	Ross.	Smi..	5090°
Denby.....27	4	.....	170	S 36x5	S 36x12	Con L4.....	4-4½x5½	32.4	Zen..	G..	Eis.....	.....	D. Ful.	Ful.....	UP..	Cla.....	I..	D..	.....	Tim..	Ross.	Smi..	7020
Denby.....210	5	.....	170	S 36x6	DS40x6	Con B5.....	4-4¾x6	36.1	Zen..	G..	Eis.....	.....	D. Ful.	Ful.....	UP..	Cla.....	.....	.....	.....	Tim..	Ross.	Smi..	8590
Diamond T.....75	1	.....	130	P 30x5	P 30x5	Her OX.....	4-4x5	25.6	Zen..	G..	Apo..	A-L†....	D. Cov.	Cov JUC..	Spi..	Col 54005..	B..	¾	A.	Col..	Ross.	Smi..	3240
Diamond T.....4	2	.....	144½	P 30x5	P 32x6	Her OX.....	4-4x5	25.6	Str..	G..	Apo..	A-L‡....	D. Cov.	Cov JUC..	Spi..	Tim 562D..	S..	F..	A.	Shu..	Ross.	Smi..	4500
Diamond T.....3	1½, 2	.....	144	S 34x4	S 34x7	Her OX.....	4-4x5	25.6	Str..	G..	Apo..	A-L‡....	D. Cov.	Cov JUC..	Spi..	Tim 64600D	W.	½	A.	Shu..	Ross.	Day..	5250
Diamond T.....U-4	2½	.....	161	S 36x4	S 36x8	Her K.....	4-4¼x5¾	28.9	Str..	G..	Apo..	A-L....	D. Cov.	Cov RAD4	Spi..	Tim 65600D	W.	F..	A.	Tim..	Ross.	Day..	6100
Diamond T.....U6	2½	.....	182¾	P 34x7	DP34x7	Her L.....	4-4½x5¾	32.4	Str..	G..	Apo..	A-L....	D. Cov.	B-L 55....	Spi..	Tim 65600D	W.	F..	A.	Tim..	Ross.	Bud..	7285
Diamond T....U5S, K2	3, 3½	.....	170°	S 36x5	DS36x5°	Her L.....	4-4½x5¾	32.4	Str..	G..	Apo..	A-L....	D. Cov.	Cov.....	Spi..	Tim.....	W.	F..	A.	Tim..	Ross.	Day..	7900°
Diamond T.....S2, S7	5, 7½	.....	171°	S 36x7°	S°40x14°	Her G.....	4-4¾x5¾	36.1	Str..	G..	Apo..	A-L....	D. Cov.	.....	Spi..	Tim.....	W.	F..	A.	Tim..	Ross.	Day..	10000°
Diamond T.....T3T	TT	.....	119½	S 36x3½	S 36x5	Her OX.....	4-4x5	25.6	Str..	V..	Apo..	None....	D. Cov.	Cov JUC..	Spi..	Tim.....	W.	½	A.	Tim..	Ross.	.....	.....
Diamond T.....U4T	TT	.....	129¼	S 36x4	S 36x8	Her K.....	4-4¼x5¾	28.9	Str..	V..	Apo..	.....	D. Cov.	Cov RAD4	Spi..	Tim 65600..	W.	F..	.....	Tim..	Ross.	.....	5940
Diamond T.....K2T	TT	.....	118⅞	S 36x5	DS36x5	Her L.....	4-4½x5¾	32.4	Str..	V..	Apo..	None....	D. Cov.	Cov SB....	Spi..	Tim 65600..	W.	F..	A.	Tim..	Ross.	.....	.....
Diamond T.....S2T	.....	.....	121	S 36x6	DS40x7	Her G.....	4-4¾x5½	36.1	Str..	G..	Apo..	A-L....	D. Cov.	B-L 60 Max	Spi..	Tim 6760D	W.	F..	A.	Tim..	Ross.	Day..	.....
Dixon.....	2	2950	146	S 34x4	S 34x6	Her OX.....	4-4x5	25.6	Zen..	V..	Eis..	D-R....	D. Ful.	Ful GU....	Spi..	Tim 6462..	W.	½	A.	Shu..	Ross.	Van..	4600
Dixon.....	3,3½,5	.....	160°	S 36x5	S 36x10°	Her G.....	4-4¾x5¾	36.1	Zen..	V..	Eis..	D-R....	D. Ful.	Ful.....	Spi..	Tim.....	W.	F..	A.	Shu..	Ross.	.....	6600
Double Drive.....TT	3	4000	144	S 36x6‡	S 36x6‡	Buda ETU..	4-4¼x5½	28.9	Zen..	V..	Spl..	Opt....	D. Det.	Own D.T.T	Own.	Own D.T.T.	W.	½	B.	Own.	Ross.	Std..	6250°
Douglas.....	1½	.....	150°	P 30x5	P 32x6	Buda HS6°..	6°-3⅝x4½	27.3°	Zen..	V..	RBos..	N-E....	D. Ful.	Ful.....	Blo..	Wis 4600..	R..	F..	A.	Tor..	Ross.	Van..	4100
Douglas.....	1½	.....	116	P 30x5	DP30x5	Buda WTU..	4-3¾x5⅛	22.5	Zen..	V..	RBos..	None....	D. Ful.	Ful.....	Blo..	Wis 4600..	R..	F..	A.	Wis..	Ross.	Van..	3900
Douglas.....	2	.....	118°	P 32x6	P 34x7	BudaKBU-I°	4°-4x5¼	25.6°	Zen..	V..	RBos..	N-E....	D. Ful.	Ful GU14..	Blo..	Wis 6600..	R..	F..	A.	Tor..	Ross.	Van..	4500°
Douglas.....	3	.....	156°	S 36x5‡	S 36x10‡	Buda YBU-I.	4-4½x6	32.4	Zen..	V..	RBos..	Opt....	D. Ful.	Ful RU-16.	Blo..	Wis 8800A..	R..	F..	A.	Shu..	Ross.	Van..	6500
Douglas.....	3	.....	186	P 36x6	DP38x7	Buda BUS..	6-4x5½	38.4	Zen..	V..	RBos..	Opt....	D. Ful.	Ful RU-16.	Blo..	Wis 8800A..	R..	F..	A.	Shu..	Ross.	Van..	6800
Douglas.....Special	3	.....	210	P 38x7	DP38x7	Buda BA6..	6-4½x5⅛	40.8	Zen..	V..	RBos..	N-E....	D. Ful.	Ful H.....	Blo..	Wis 1400..	R..	F..	A.	Shu..	Ross.	Van..	7560
Douglas.....	5	.....	185°	S 36x6	S 40x12	Buda BBU..	4-5x6½	40.0	Zen..	V..	Eis..	N-E....	D. Ful.	Ful HU....	Blo..	Wis 1450..	R..	F..	A.	Wis..	Ross.	Van..	9200
Duplex.....GF, GS	1½	.....	142	P 32x6	P 34x7	Buda HS6°..	6°-3⅝x4½	27.3°	Zen..	V..	A-L..	A-L....	D. B-L.	B-L.....	Pet..	.....	W.	½	A.	Shu..	Ross.	Smi..	3900°
Duplex.....S	2	.....	160	P 32x6	P 36x8	Buda DW6..	6-3¾x5	33.7	Zen..	V..	Eis..	A-L....	D.B-L.	B-L.....	Pet..	Tim.....	W.	F..	A.	Shu..	Ross.	Smi..	4600
Duplex.....FAC, SAC	3	.....	166	S 34x5	S 36x8	Buda BA6..	6°-4½x5⅛	40.8°	Zen..	V..	Eis..	A-L....	D. B-L.	B-L.....	Pet..	.....	W.	F..	A.	Shu..	Ross.	Smi..	5500°
Duplex.....EF	3½	.....	130	S 36x8	S 36x8	Buda EBU-I.	4-4¼x5½	28.9	Zen..	V..	Eis..	A-L....	D. B-L.	B-L.....	Pet..	Own.....	I..	.....	A.	Own.	Woh.	Bim..	6500
Eagle.....10	1	.....	130°	P 30x5	P 30x5	Lyc CT.....	4-3¾x5	22.5	Zen..	G..	A-L..	A-L....	D. Cov.	Cov JUC..	Pet..	Col 350-3..	B..	½	A.	Col..	Ross.	Smi..	3000
Eagle.....102, 105	2, 3	.....	130°	S 34x5‡	S 34x8‡	Buda KTU..	4-4x5¼	25.6°	Zen..	G..	Eis..	.....	D. Cov.	Cov.....	Pet..	Wis.....	R..	F°	A.	Col..	Ross.	Smi..	5150°
Eagle.....106	5	.....	141°	S 36x6	S 36x12	Buda YTU....	4-4½x6	32.4	Zen..	G..	Eis..	.....	D. B-L.	B-L 60....	Pet..	Wis 1450..	R..	F..	A.	Wis..	Ross.	Smi..	8600
Eagle.....107	.....	.....	154°	S 36x6	S 40x14	Buda BTU..	4-5x6½	40.0	Zen..	G..	Eis..	.....	D. B-L.	B-L 60....	Pet..	Wis 1600..	R..	F..	A.	Wis..	Ross.	Smi..	.....
Fageol.....130, 135	1½, 2	.....	162°	P 30x5	DP30x5	Wau XL°....	6-°3½x4½	29.4°	Zen..	V..	RBos..	D-R....	D. B-L.	B-L 31....	Spi..	Tim 5620..	B..	F..	A.	Tim..	Ross.	Cal..	4800°
Fageol.....340, 370	3	4625	172	S 36x5	DS36x5	Wau KS°....	6°-4x4¾	38.4°	Zen..	V..	RBos..	D-R....	D. B-L.	B-L 55&60	Spi..	Tim 65700..	W.	F..	A.	Tim..	Ross.	K-B..	7500°
Fageol.....445, 485	.....	.....	172	DS36x6	DS36x6	Wau AB....	6-4½x5¾	48.6°	Zen..	V..	RBos..	D-R....	D. B-L.	B-L 55&60.	Spi..	Tim 66700..	W.	F..	A.	Tim..	Ross.	K-B..	9800°
Fageol.....10-66	.....	8500	225	S 36x6	DS36x5	Wau AB....	6-4½x5¾	48.6	Zen..	V..	RBos..	D-R....	D. B-L.	B-L 55&60.	Spi..	Tim 65700..	W.	F..	A.	Tim..	Ross.	K-B..	12000
Fageol.....645, 685	.....	.....	172	S 36x5	DS40x7	Wau AB°....	6°-4½x5¾	48.6°	Zen..	V..	RBos..	D-R....	D. B-L.	B-L 55&60.	Spi..	Tim 68700..	W.	F..	A.	Tim..	Ross.	K-B..	10400°
Federal.....Scout F6	1	.....	124	P 30x5	P 30x5	Wau X°.....	4°-3½x4½	19.6	Zen..	.....	D-R..	D-R....	P.Long°	Own.....	Pet..	Tim 5260..	B..	½	A.	Own.	Gem.	M.M	2400°
Federal.....T2D, T2B	2	.....	144°	P 32x6	P 34x7	Wau V.....	4-4x5	25.6	Zen..	V..	D-R..	D-R....	P. B&B	Own.....	Pet..	Tim.....	B..	F..	A.	Own.	Gem.	M.M	3985°
Federal.....T2W, T6W, T6B	2	.....	144	S 34x4	S 34x7	Con 12C°....	6°-3¼x4½	25.3°	Zen..	V..	D-R..	D-R....	P. B&B	Own.....	Pet..	Tim.....	W°	½	B°	Own.	Gem.	Day..	4200°
Federal.....U5, 2B6	2½, 3	.....	190°	P 32°x6°	DP32°x6°	Con 6B°....	6°-3¾x5	33.7°	Zen..	V..	Eis..	D-R....	P. B&B	B-L 55....	Pet..	Tim65700SP	W.	F.	B.	Own.	Gem.	Bud..	5400°
Federal.....W4	4	.....	157	S 36x5	DS40x5	Con L4.....	4-4½x5½	32.4	Zen..	V..	Eis..	D-R....	P. B&B	B-L 55....	Pet..	Tim66700SP	W.	F.	B.	Tim.	Gem.	Day..	7000
Federal.....X8	.....	.....	163	S 36x6	S 40x14	Con B7.....	4-5x6	40.0	Zen..	V..	Eis..	D-R....	P. B&B	B-L 60....	Pet..	Tim68700SP	W.	F.	B.	Own.	Gem.	Day..	9100
Federal.....LD	TT	.....	121	S 36x4	DS36x4	Con K4.....	4-4½x5¼	27.2	Zen..	V..	Eis..	D-R....	P. B&B	B-L 55....	Pet..	Tim65600SP	W.	F.	B.	Own.	Gem.	Day..	5000
Federal.....HD	TT	.....	25	S 36x5	DS36x5	Con L4.....	4-4½x5½	32.4	Zen..	V..	Eis..	D-R....	P. B&B	B-L 55....	Pet..	Tim66700SP	W.	F.	B.	Tim.	Gem.	Day..	6700
Fisher Jr. Exp.....	1	.....	140	P 30x5	P 30x5	Con 31L....	6-2⅞x4¾	19.8	Ste..	V..	A-L..	A-L....	Long.	M.M. LU	Blo.	Sal F.....	S..	½	B.	Sal..	Ross.	Smi..	2500
Fisher Fast Frt.....	1½	.....	146	S 30x5	S 32x6	Con S4.....	4-4¼x4½	28.9	Str..	V..	ABos..	ABos....	D. Ful.	Ful SU12..	Blo.	Col 5400..	B..	F..	A.	Col..	Ross.	Own.	3500
Fisher Mer Exp.....	2	.....	146	P 32°x6°	P 34°x7	Con S4.....	4-4¼x4½	28.9	Str..	V..	ABos..	ABos....	D. Ful.	Ful SU12..	Blo.	Tim.....	B°	½	A.	Tim..	Ross.	Smi..	3900°
Fisher Heavy Duty.....	2½	.....	155	S 36x5°	S 36x8°	Con 6B.....	6-3¾x5	33.7	Str..	V..	D-R..	D-R....	D. Ful.	Ful GU14..	Spi..	Tim°.....	W	F.	A.	Tim..	Ross.	Day..	5150°
Ford.....A	1½	460	131½	P 30x5	P 32x6	Own.....	4-3⅞x4¼	24.0	Zen..	G..	Own..	Own....	D. Own	Own.....	Own.	Own.....	W	¾	E.	Own.	Own.	Own.	.....
Front Drive.....FT	1½	2800	120	S 36x6‡	S 36x6‡	Buda WTU..	4-3¾x5⅛	22.5	Zen..	V..	Spl..	Opt....	P. B&B	Own FP....	Own.	Own D-2 ..	W	½	B.	Own.	Ross.	Std..	3350
Garford.....20, 20-6	1	.....	136	P 30x5	P 30x5	Buda HS6°..	6°-3⅝x4½	27.3°	Zen..	V..	A-L..	A-L....	P. B&B	Mun.....	Spi..	Col.....	S..	F..	A.	Col..	Han..	Day..	3350°
Garford.....30, 30-6	1½	.....	144	P 32x6	P 34x7	Wis Y°.....	6°-3¾x5	27.3°	Zen..	G..	A-L..	A-L....	D. Own	B-L 35....	B.G..	Tim 64600D	W	½	A.	Own.	Han..	Day..	4800°
Garford.....30, 30-6	2	.....	144	P 32x6	P 34x7	Wis Y°.....	6°-3¾x5	27.3°	Zen..	G..	A-L..	A-L....	D. Own	B-L 35....	B.G..	Tim 64600D	W	½	A.	Own.	Han..	Day..	4800°
Garford.....50, 50-6	2½	.....	156	S 36x4	S 36x8	Buda BUS°..	6°-4x5⅛	38.4°	Zen..	G..	Spl..	None....	D. Own	B-L 55....	Spi..	Tim 65600D	W.	F.	A.	Tim..	Ross.	Day..	6150°
Garford.....80, 100	4, 5	.....	162	S 36x6°‡	S 40x14°	Buda BTU..	4-5x6½	40.0	Zen..	G..	Spl..	None ..	D. Own	B-L60 Max	B.G..	Tim.....	W	F.	A.	Tim..	Ross.	Bet..	9450°
Garford.....150W	.....	.....	162	S 36x6	S 40x14	Buda BTU..	4-5x6½	40.0	Zen..	G..	Spl..	A-L....	D. Own	B-L 60....	B.G..	Tim 68600D	W	F.	A.	Tim..	Ross.	Day..	10100
Garford.....50	TT	3805	130	S 36x4	S 36x8	Buda EBU-I.	4-4¾x5½	28.9	Zen..	G..	Spl..	None....	D. Own	B-L55 Max	Spi..	Tim 65600D	W	F.	A.	Tim..	Ross.	Day..	5950
Garford.....80, 100	TT	.....	132	S 36x6°	S 40°x14°	Buda BTU..	4-5x6½	40.0	Zen..	G..	Spl..	None....	D. Own	B-L60 Max	B.G..	Tim.....	W	F.	A.	Tim..	Ross.	Bet..	9450°
G.M.C....DeL. Delivery	½	585	110	B29x4.75	B 29x4.75	Pontiac.....	6-3¼x3⅜	25.3	Car..	V..	D-R..	D-R....	P. Own	Own.....	Own.	Own.....	B..	½	A.	Own.	Jac..	Mot..	1820
G.M.C.....T20	1	1095	132°	P 30x5	P 30x5	Buick Std....	6-3½x4½	23.4	Mar..	V..	D-R..	D-R....	D. Own	Mun.....	U-M.	Tim 5260..	B..	½	A.	Tim..	Ross.	M.M	2900
G.M.C.....K 32	1½	.....	154	P 30x6	P 36x6	Own K 32...	4-3⅞x6	20.3	Mar..	G..	Eis..	D-R....	D. Own	Own K32..	U-M.	Own K32..	B..	¾	E.	Own.	Own.	Hay..	3686
G.M.C.....T 40, T 50	2	.....	136°	P 32x6	P 34x7	Buick Master	6-3⅜x4¾	29.4	Mat..	V..	D-R..	D-R....	D. Own	Own.....	U-M.	Own°.....	B.°	½	E.	Own.	Ross.	Day..	4460
G.M.C.....K54, K 56	2½, 3	.....	133½	S 36x5	S 36x12°	Own 89.....	4-4½x6½	32.4	Mar..	V..	Eis..	D-R....	D. Own	Own.....	Own.	Tim 65700D	W	F.	A.	Tim.	Jac..	Day..	6740
G.M.C.....K 72	3½	4690	160°	S 36x5	S 40x12	Own 89.....	4-4½x6½	32.4	Mar..	V..	Eis..	D-R....	D. Own	Own.....	Own.	Tim.....	W	F.	A.	Tim.	Jac..	Day..	8150
G.M.C.....K 102	5	5320	160°	S 36x6	S 40x14	Own 89.....	4-4½x6½	32.4	Mar..	V..	Eis..	D-R....	D. Own	Own.....	Own.	Tim 67600..	W	F.	A.	Tim.	Own.	Day..	9245
G.M.C K-10T,K-15T-TT	10, 15	.....	111¼	S 36x5	S 36x14°	Own 89.....	4-4½x6½	32.4	Mar..	V..	Eis..	D-R....	D. Own	Own.....	Own.	Tim.....	W	F.	A.	Tim.	Own.	Day..	8477°
Gotfredson.....20B	1	.....	131°	P 30x5	P 30x5	Buda WTU..	4-3¾x5½	22.5	Zen..	V..	D-R..	D-R....	P. B&B	B-L 20B..	Spi..	Cla B365..	B..	½	A.	Shu..	Ross.	Van..	3000
Gotfredson.....36B	1½	.....	155°	P 32x6	P 32x6	Buda HS6A..	6-3⅝x4½	27.3	Zen..	V..	A-L..	A-L....	P. B&B	B-L 31....	Spi..	Tim 5620..	B..	F..	A.	Shu.	Ross.	Van.	4500
Gotfredson.....41, 46	2	.....	156¾°	S 36x4‡	S36x8‡	Buda BA6°..	6°-4¼x5⅛	40.8°	Zen..	V..	RBos..	D-R....	D‡B-L.	B-L 35....	Spi..	Tim64600SP	W	½	B.	Tim..	Ross.	Smi..	5500°
Gotfredson.....51	2½	.....	146	S 36x5‡	S 36x10‡	Buda KBU-I	4-4x5¼	25.6	Zen..	V..	RBos..	D-R....	P. B&B	B-L 35....	Spi..	Tim65600SP	W	F.	B.	Tim.	Ross.	Day..	5800°
Gotfredson.....60	3	.....	154	S 36x5‡	S 36x12‡	Buda EBU-I.	4-4¼x5½	28.9	Zen..	V..	RBos..	D-R....	D. B-L.	B-L55 Max	Spi..	Tim65700SP	W	F.	B.	Tim.	Ross.	Day..	6325
Gotfredson.....56, 66	2½, 3	.....	166	S 36x6°‡	S 36x12°‡	Buda BA6..	6-4½x5⅛	40.8	Zen..	V..	RBos..	D-R....	D. B-L.	B-L.....	Spi..	Tim.....	W	F.	B.	Tim.	Ross.	Day..	6800°
Gotfredson.....80	4	.....	160	S 36x6	DS40x7	Buda YBU-I.	4-4¼x6	32.4	Zen..	V..	RBos..	D-R....	D. B-L.	B-L55 Max	Spi..	Tim66700SP	W	F.	B.	Tim.	Ross.	Day..	8400
Gotfredson.....100	5	.....	169	S 36x6	DS40x8	Buda BBU..	4-5x6½	40.0	Zen..	V..	RBos..	D-R....	D. B-L.	B-L60 Max	Spi..	Tim68700SP	W	F.	B.	Tim.	Ross.	Day..	12000
Gotfredson.....86, 106	4, 5	.....	173	S 36x7°	DS40x8°	Buda GL6..	6-4½x6	48.6	Zen..	V..	RBos..	D-R....	D. B-L.	B-L.....	Spi..	Tim.....	W	F.	B.	Tim.	Ross.	Day..	12400°
Graham Bros.....SD	½	.....	108	B29x5.00	B 29x5.00	Dodge.....	4-3⅞x4½	24.0	Ste..	V..	N-E..	N-E....	P. B&B	Dodge.....	Dod..	Dodge.....	S..	½	B.	Dod..	Gem.	Hay..	2035
Graham Bros.. DD, DDX	¾	.....	116	P33°x4½°	P33°x4½°	Dodge.....	4-3⅞x4½	24.0	Ste..	V..	N-E..	N-E....	P. B&B	Dodge.....	Dod..	Dodge.....	S..	½	A.	Own.	Ross.	Hay..	2210°
Graham Bros.. BD, ID	1	.....	137°	P 30x5	P 30x5	Dodge.....	4-3⅞x4½	24.0	Ste..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	A.	Own.	Ross.	Cla..	2860°
Graham Bros.....IDX	1	1020	137	P 33x5	P 33x5	Dodge.....	4-3⅞x4½	24.0	Ste..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	A.	Own.	Ross.	StM..	2875
Graham Bros.....MD, LD	1½	.....	162°	P 32x6	P 32x6	Dodge.....	4-3⅞x4½	24.0	Ste..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	E.	Own.	Ross.	Cla..	3590°
Graham Bros.MDX,LDX	1½	.....	162°	P 34x5	P 36x6	Dodge.....	4-3⅞x4½	24.0	Ste..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	E.	Own.	Ross.	StM..	3585°
Graham Bros. OD, ODR	2	1595	137	P 34x5°	DP34x5°	Dodge.....	6-3¼x4½	25.3	Str..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	E.	Own.	Ross.	Budd	3900°
Graham Bros.....ODX	2	1770	137	P 32x6	DP32x6	Dodge.....	6-3¼x4½	25.3	Str..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	E.	Own.	Ross.	Budd	4070
Graham Bros.. TD, ED	2	1645	114°	P 32x6	P 34x7	Dodge.....	6-3¼x4½	25.3	Str..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	E.	Own.	Ross.	Cla..	3725°
Graham Bros.TDR, EDR	2	.....	114	P 34x5	DP34x5	Dodge.....	6-3¼x4½	25.3	Str..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	E.	Own.	Ross.	Budd	3850°
Graham Bros.TDX,EDX	2	1820	114°	P 32x6	DP32x6	Dodge.....	6-3¼x4½	25.3	Str..	V..	N-E..	N-E....	P. B&B	Own.....	U-P..	Own.....	S..	½	E.	Own.	Ross.	Budd	4020°
Gramm.....263N, 363N	1, 1½	1485	133°	P 30x5	P 32x6	Lyc S.....	6-3¼x4½	25.3	Zen..	G..	A-L..	A-L....	D. Cov.	Cov.....	Blo..	Eat 1002..	B..	½	B.	Col..	Ross.	Smi..	3585
Gramm.....463N	2	1955	133°	P 32x6	P 34x7	Lyc S.....	6-3¼x4½	25.3	Zen..	G..	A-L..	A-L....	D. Cov.	Cov.....	Blo..	Eat 1502..	B..	½	B.	Col..	Ross.	Smi..	3840
Gramm.....564N	2½	2985	150°	P 32x6	DP32x6	Lyc TS.....	6-3⅞x5	36.2	Zen..	G..	A-L..	A-L....	D. Ful.	Ful GU....	Blo..	Wis 6617 B.	R..	F..	B.	Col..	Ross.	Van.	4800
Gramm.....O35	3	4160	153°	S 36x5‡	S 36x10‡	Her L.....	4-4½x5¾	32.4	Zen..	V..	A-L..	A-L....	D. Ful.	Ful H.....	Blo..	Wis 88EF..	R..	F..	B.	Wis..	Ross.	Smi..	7100
Gramm..... O35, T38	3	.....	153°	S 36x5‡	S 36x10‡	Lyc TS.....	6-3⅞x5	36.2	Zen..	V..	A-L..	A-L....	D. Ful.	Ful.....	Blo..	Wis.....	R..	F..	B.	Shu.°	Ross.	Smi..	7100
Gramm.....O45	4	.....	153°	S 36x5‡	S 36x12‡	Lyc TS°.....	6°-3⅞x5	36.2°	Zen..	V..	A-L..	A-L....	D. Ful.	Ful H.....	Blo..	Wis 1400..	R..	F..	B.	Wis..	Ross.	Smi..	7600
Gramm (low bed)..T 48	4	4735	153°	S 36x5‡	S 36x12‡	Lyc TS.....	6-3⅞x5	36.2	Zen..	V..	A-L..	A-L....	D. Ful.	Ful GU....	Blo..	Wis 1200..	R..	F..	B.	Shu..	Ross.	Smi..	7600

American Gasoline

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE Front	TIRES TYPE & SIZE Rear	ENGINE Make and Model	ENGINE No. of Cyls. Bore and Stroke (Ins.)	ENGINE NACC H.P.	FUEL Carbureter	FUEL Feed Type	ELECTRICAL SYSTEM Ignition Make	ELECTRICAL SYSTEM Generator and Starter Make	Clutch Type and Make	Gearset Make and Model	Universal Make	REAR AXLE Make and Model	REAR AXLE Final Drive	REAR AXLE Axle Type	Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
Gramm	O60	4½		153°	S 36x6‡	S 36x14‡	Lyc TS°	6°-3⅞x5	36.2	Zen.	V.	A-L.	A-L.	D. Ful.	Ful H.	Blo.	Wis 1700	R.	F.	B.	Wis.	Ross.	Smi.	8700
Gramm	O60	5½		153°	S 36x6‡	DS40x6	Con 6B°	6°-3¾x5	33.7°	Zen.	V.	A-L.	A-L.	D. Ful.	Ful H.	Blo.	Wis 1700	R.	F.	B.	Wis.	Ross.	Smi.	8700
Gramm	O35	6TT		153°	S 36x5‡	S 36x10‡	Lyc TS°	6°-3⅞x5	36.2°	Zen.	V.	A-L.	A-L.	D. Ful.	Ful H.	Blo.	Wis 88EF	R.	F.	B.	Wis.	Ross.	Smi.	7100
Gramm	O45	10TT		153°	S 36x5‡	S 36x12‡	Lyc TS°	6°-3⅞x5	36.2°	Zen.	V.	A-L.	A-L.	D. Ful.	Ful H.	Blo.	Wis 1200	R.	F.	B.	Wis.	Ross.	Smi.	7600
Gramm	O60	15TT	5370	153°	S 36x5‡	S 36x14‡	Lyc TS°	6°-3⅞x5	36.2°	Zen.	V.	A-L.	A-L.	D. Ful.	Ful H.	Blo.	Wis 1700	R.	F.	B.	Wis.	Ross.	Smi.	8700
Gramm-Bernstein	10	1, 1¼		129	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	Zen.	G.	A-L.	A-L.	D. Mul.	Mun T23.	Pic.	Sal A	B.	¾	B.	Sal.	Ross.	Ind.	3020
Gram'-Bernst'n	115,115S	1½, 2		149½°	P 30x5	P 30x5	Con 11U°	6°-3¼x4⅝	25.3°	Zen.	G.	A-L.	A-L.	D. Ful.	Ful SU12.	Blo.	Cla B501.	B.	½	B.	Col.	Ross.	Cla.	3750°
Gramm-Bernstein	125	2½		144°	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28.9	Str.	G.	Eis.	A-L.	D. Ful.	Ful GU.	Own	Wis	W	F.		Shu.	Ross.		5440
Gramm-Bernstein	C, C6	2½		150°	S 36x4‡	DS36x4‡	Con 6B°	6°-3¾x5	33.7°	Str.	V.	Eis.	A-L.	D. Ful.	Ful GOG.	Blo.	Wis 9890T.	W	F.	B.	Shu.	Ross.	Smi.	5920°
Gramm-Bernstein	30	3, 4		156°	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	Str.	G.	Eis.	A-L.	D. Ful.	Ful	Own	She	W	½	B.	She.	Ross.	Smi.	8360°
Gramm-Bernstein	50	5		168°	S 36x6	DS40x6	Con B7	4-5x6	36.1	Str.	G.	Eis.	A-L.	D. Ful.	Ful H 1.	Own	She	W	½	B.	She.	Ross.	Smi.	9700
Grass Premier	40, 40-6	1		130°	P 30x5	P 30x5	Lyc S°	6°-3¼x4½	25.3°	Str.	V.	A-L.	A-L.	D. B-L.	B-L 31.	M. M	Tim 5260.	E.	½	B.	Shu.	Ross.	Van.	3050°
Grass Premier	45, 45-6	1½		140°	P 30x5	P 32x6	Lyc S°	6°-3¼x4½	25.3°	Str.	V.	A-L.	A-L.	D. B-L.	B-L 31.	M. M	Tim 5620.	S.	F.	B.	Shu.	Ross.	Van.	4500°
Grass Premier	50-6	2		164	P 32x6	P 34x7	Lyc TS	6-3⅞x5	36.2	Str.	V.	A-L.	A-L.	D. B-L.	B-L 35.	M. M	Cla 720	S.	½	B.	Shu.	Ross.	Van.	4800
Grass Premier	55-6,51-4	2½		140°	P 32x6	P 36x8	Wis X°	4°-4½x5	32.4°	Str.	V.	A-L.	A-L.	D. B-L.	B-L 51.	M. M	Eat 41000°	R.		E.	Shu.	Ross.	Van.	4800°
Grass Premier	80, 80-6	3		167°	S 36x4‡	S 36x8	Wau 6KU°	6°-4¼x4¾	48.6°	Str.	V.	Eis.	A-L.	D. B-L.	B-L 55.	M. M	Tim	W	F.	E.	Con.	Ross.	Bim.	5800°
Grass Premier	90, 90-6	4		160°	S 36x5	DS36x5	Wau 6AL°	6°-4½x5¾	48.6°	Str.	V.	Eis.	A-L.	D. B-L.	B-L 55.	Spi.	Tim	W	F.	B.	Con.	Ross.	Bim.	7200°
Guilder	B	1½		132	P 30x5	P 30x5	Buda WTU	4-3¾x5½	22.5	Zen.	G.	Eis.	ABos.	D. B-L.	B-L.	M-E.	Cla 366			B.	Shu.	Ross.	Ind.	3250
Guilder	B6	1½	1650	132	P 30x5	P 32x6	Buda HS6	6-3⅜x4½	27 3	Zen.	V.	D-R.	D-R.		Ful. Ful DU 10	Spi.	Cla B365.	B.	½	A.	Shu.	Ross.	Cla.	3250
Guilder	E	2		152	S 34x4	S 36x8	Buda KBU-I	4-4x5¼	25.6	Zen.	G.	Eis.	D-R.	D. B-L.	B-L 51.	M-E.	Wis 660	R.	F.		Shu.	Ross.	Van.	5100
Guilder	C5, D6	2, 2½		160°	P 32x6	DP°32x6	Buda HS6	6-3⅜x4½	27.3	Zen.	V.	V-R.	D-R.	D. B-L.	B-L 31.	Spi.	Wis°	R.	F°	A.	Shu.	Ross.	Bud°°	3600°
Guilder	H	3		160	S 36x5	S 36x5.	Buda EBU-I	4-4¼x5½	28.9	Zen.	G.	Eis.	ABos.	D. B-L.	B-L 51.	Spi.	Wis 88EF	W	F.		Shu.	Ross.	Van.	5600
Guilder	E 6	3	3450	160	P 32x6	DP36x10	Buda DW6	6-3¾x5	33 7	Zen.	V.	D-R.	D-R.	D. B-L.	B-L 51.	Spi.	Wis 660	R.	F.		Shu.	Ross.	Van.	4200
Guilder	J, K5	4, 5		170	S 36x6°	DS40°x6	Buda YTU	4-4½x6	32.4	Zen.	G.	Eis.	None.	D. B-L.	B-L.	Spi.	Wis	R.	F.	B°.	Shu.	Ross.	Van.	8800°
Guilder	L	6, 7		170	S 36x6	S 40x14	Buda BTU	4-5x6½	40.0	Zen.	G.	Eis.	None.	D. B-L.	B-L 60.	M-E.	Wis 1600	R.	F.	A.	Shu.	Ross.	Van.	9600
Hahn	SJ4, SJ6	1		138	P 30x5	P 30x5	Buda HS 6°	6°-3⅝x4½	27.3°	Zen.	V.	A-L.	A-L.	D. B-L.	B-L 30.	Pet.	Eat 1002	S.	½	A.	Eat.	Ross.	Van.	3200°
Hahn	34, 36	1½		154°	P 32x6	P 32x6	Buda HS 6°	6°-3⅝x4½	27.3°	Zen.	V.	A-L.	A-L.	D. B-L.	B-L 31.	Pet.	Eat 1504	S.	½	A.	Eat.	Ross.	Van.	3850°
Hahn	44, 46	2		154°	P 32x6	DP32x6	Buda HS°	6°-3⅝x4½	27.3°	Zen.	V.	A-L.	A-L.	D. B-L.	B-L.	Pet.	Eat 1504	B.	½	A.	Shu.	Ross.	Van.	4200°
Hahn	K, K Spec.	2½		144°	S 36x4	S 36x8°	Con K4	4-4½x5¼	27.2	Str.	G.	RBos.	D-R.	D. B-L.	B-L.	Spi.	Tim 6560.	W	F.	A.	Tim.	Ross.	Opt.	4900°
Hahn	56	2½		160	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	Zen.	V.	D-R.	D-R.	D. B-L.	B-L 51.	Spi.	Eat 2252	S.	F.	B.	Shu.	Ross.	Van.	5300
Hahn	L	3		146°	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	Str.	G.	RBos.	D-R.	D. B-L.	B-L.	Spi.	Tim 6570D.	W	F.	A.	Tim.	Ross.	Opt.	5900
Hahn	M, N, R	4'5,5½		162°	S 36x6°	S 40°x12°	Con	4-4¾x6	36.1	Str.	G.	RBos.	L-N°.	D. B-L.	B-L 60.	Spi.	Tim	W	F.	A.	Tim.	Ross.	Opt.	8450°
Harvey	WFC, WG	2½, 3,		150°	S 36x5‡	S 36x10‡	Buda EBU-I	4-4¼x5½	28.9	Str.	G.	RBos.	None.	D. B-L.	B-L 55.	Spi.	Tim	W	F.		Tim.	Ross.	Int.	6950°
Harvey	WTT	6	3950	125	S 36x5	DS36x10	Bud EBU-I	4-4¼x5½	28.9	Str.	G.	RBos.	Non.	D. B-L.	B-L.55	Spi.	Tim 65700	W	F.	A.	Tim.	Ross.	Int.	6950
Harvey	WHC	3½	4250	160°	S 36x6‡	S 36x12	Buda YBU-I	4-4½x6	32.4	Str.	G.	Eis.	None.	D. B-L.	B-L 60.	Spi.	Tim 66600	W	F.	A.	Tim.	Ross.	Int.	8950
Harvey	WHT	10TT	4250	125	S 36x6	S 36x12	Buda YBU-I	4-4½x6	32.4	Str.	G.	RBos.	None.	D. B-L.	B-L 60.	Spi.	Tim 66600	W	F.	A.	Tim.	Ross.	Int.	8900
Hawkeye	36	1½	2575	160°	S 34x4‡	S 34x7‡	Buda HS6	6-3⅜x4½	27.3	Zen.	G.	D-R.	D-R‡	D. Ful.	Ful GU	Pic.	Wis 6600	R.	F.	A.	Wis.	Ross.	Van.	4300
Hawkeye	30	1½	2350	160°	S 34x4‡	S 34x7‡	Buda WTU	4-3¾x5½	22.5	Zen.	G.	RBos.	B-R‡	D. Ful.	Ful GU	Pic.	Wis 6600	R.	F.	A.	Wis.	Ross.	Van.	4200
Hawkeye	50-60	2½	3500	197	S 36x6	DS38x7	Bud DW6	6-3¾x5	33.7	Zen.	G.	N-E.	N-E.	D. Ful.	Ful HU	Pic.	Wis 1400	R.	F.	A.	Shu.	Ross.	Van.	5800
Hawkeye	50, 56	2½	3800°	210°	S 36x5‡	S 56x8‡	Buda Bus°	6°-4x5½	38.4°	Zen.	G.	RBos.	D-R‡	D. Ful.	Ful HU	Pic.	Wis	R.	F.	A.	Shu.	Ross.	Van.	5900°
Hendrickson	5Q	2	2800		S 36x4	S 36x7	Buda KTU	4-4x5¼	25.6	Zen.	G.	Spl.		D. Ful.	Ful SU2.	Pic.	Tim 64600D	W.	½	A.	Tim.	Ross.		4660
Hendrickson	ST, T	2½, 3			S 36x5	S 36x8°	Buda ETU	4-4¼x5¼	28.9	Zen.	G.	Spl.		D. Ful.	Ful G7.	Pic.	Tim	W.	F.	A.	Tim.	Ross.		5750°
Hendrickson	U4	4	4300		S 36x6	S 36x12	Buda YTU	4-4½x6	32.4	Zen.	G.	Spl.		D. B-L.	B-L 60.	Pic.	Tim 67700D	W.		A.	Tim.	Ross.		7620
Hendrickson	V4, 10				S 36x6°	S 36°x10°	Wau EU	4-5x6¼	40.0	Zen.	G.	Spl.		D. B-L.	B-L.	Pic.	Own°	W.	F.	E°.	Tim.	Ross.		11500°
Hendrickson	SSW6		5600		P 38x9	P 38x9	Bud BA6	6-4½x5½	40.8	Zen.	V.	Spl.		D. B-L.	B-L 60.	Blo.	Wis 7500	W.	F.	G.	Tim.	Ross.	Int.	8450
Hendrickson	SW10				S 36x7	S 36x12	Bud GL6°	6°-4½x6	48.6°	Zen.	V.	Spl.		D. B-L.	B-L.	Blo.	Wis 9600	W.	F.	G.	Tim.	Ross.	Int.	13000°
Huffman	EH	1½	1890	132	P 33x5	P 33x5	Her OX	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D. Ful.	Ful SU12.	Spi.	Own	S.	½	A.	Own.	CAS.		3460
Huffman	EW	1½	1560	132	P 33x5	P 33x5	Wis	4-3¾x5	22.5	Zen.	V.	A-L.	A-L.	P. B&B	D-G	Spi.	Own	S.	½	A.	Own.	CAS.		3185
Huffman	BC,BH	2		140	S 34x4	S 34x6	Her OX°	4-4x5°	25.6°	Zen.	V.	Eis.		D. Ful.	Ful SU12.	Spi.	Own	W.	½	A.	Shu.	Han.		4160
Hug	20	1½		140	P 30x5	P 32x6	Buda WTU	4-3¾x5⅛	22.5	Zen.	V.	Eis.	D-R.	D. Ful.	Ful SU12.	Blo.	Cla 501	S.	½	A.	Shu.	Ross.	Cla.	4200
Hug	25	2		150	P 32x6	DP32x6	Buda HS6	6-3⅜x4½	27.3	Zen.	V.	Eis.	D-R.	D. B-L.	B-L 51.	Blo.	Wis 4600	R.	F.	A.	Shu.	Ross.	Van.	
Hug	60, C60	2		150°	P 34x5	DP34x5	Buda WTU	4-3¾x5⅛	22.5	Zen.	V.	Spl.	D-R.	D. B-L.	B-L 51.	Blo.	Wis 660B	R.	F.	A.	Shu.	Ross.	Smi.	4600°
Hug	84, C84	2½		150°	P 36x6	DP36x6	Buda KBU-I	4-4x5¼	25.6	Zen.	V.	Eis.	D-R.	D. B-L.	B-L 51.	Blo.	Wis 8800B	R.	F.	A.	Shu.	Ross.	Van.	5300°
Hug	40	3		150°	P 34x7	DP34x7	Buda DW6	6-3¾x5	33.7	Zen.	V.	Eis.	D-R.	D Ful.	Ful GOG.	Blo.	Cla B720	S.	½	A.	Shu.	Ross.	Van.	6000
Hug	86	3		122	P 34x7	DP34x7	Buda KBU-I	4-4x5¼	25.6	Zen.	V.	Eis.	D-R.	D. B-L.	B-L 55.	Blo.	Wis 8800B.	R.	F.	A.	Shu.	Ross.	Van.	6400
Hug	90, C90	3½		150°	P 38x7	DP38x7	Buda DW-6	6-3¾x5	33.7	Zen.	V.	Eis.	D-R.	D. B-L.	B-L 55.	Blo.	Wis 1255K	R.	F.	A.	Shu.	Ross.	Van.	7050
Indiana	IIX, 11	1, 1¼		129½°	P 30x5	P 30x5	Her OX	4-4x5	25.6	Str.	G.	A-L.	A-L.	P. B&B	B-L 31.	Spi.	Cla B365.	S.	½	A.	Shu.	Ross.	Cla.	3300
Indiana	111	1½		129°	P 30x5	P 32x6	Her OX	4-4x5	25.6	Str.	G.	A-L.	A-L.	P. B&B	B-L 31.	Spi.	Cla B501.	S.	½	A.	Shu.	Ross.	Cla.	3600
Indiana	611, 611I	1½, 1¾		133°	P 30x5	P 32°x6°	Con 12C	6-3¼x4⅝	25.3	Str.	G.	A-L.	A-L.	P. B&B	B-L 31.	Spi.	Cla	S.	½	A.	Shu.	Ross.	Cla.	3700°
Indiana	111A&X	2		120	P 33x5	DP33x5	Her OX	4-4x5	25.6	Str.	G.	Eis.	None.	P. B&B	B-L 35.	Spi.	Cla B600	S.	½	A.	Shu.	Ross.	Van.	3830
Indiana	115, 615	2		154°	P 32°x6°	P 34x7	Wis Y°	6°-3⅜x5	27.3°	Str.	G.	A-L.	A-L.	P. B&B	B-L 35.	Spi.	Tim 64600	W	½		Shu.	Ross.		4840°
Indiana	15	2		145°	S 34x4	S 34x7	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L†.	P. B&B	B-L.	Spi.	Own	W	½	A.	Shu.	Ross.		4113
Indiana	115A, 615 A	2½		136°	P 32x6	DP34x7	Wis Y°	6°-3⅜x5	27.3°	Str.	G.	Eis.	A-L.	P. B&B	B-L 35.	Spi.	Cla 720	S.	½		Shu.	Ross.	Van.	5190°
Indiana	26	3		162°	S 36x4	S 36x8	Her L	4-4½x5¾	32.4	Str.	V.	Eis.	A-L†.	P. B&B	B-L55 Max	Spi.	Own	W	½	A.	Shu.	Ross.		7350
Indiana	126, 626	3		168°	S 36x5	S 36x10	Wis H°	6°-4x5	38.4°	Str.	V.	Eis.	A-L‡.	P. B&B	B-L55 Max	Spi.	Tim 65700D	W	½	A.	Shu.	Ross.		7625°
Indiana	627	3		168°	P 32x6	P 38x9	Wis HB	6-3¾x5	33.7	Str.	V.	A-L.	A-L.	P. B&B	B-L 55.	Spi.	Cla 720	S	½	A.	Shu.	Ross.	Van	6500
Indiana	628	3		216	P 34x7	DP34x7	Wis H	6-4x5	38.4	Str.	V.	A-L.	A-L.	P. B&B	B-L 55.	Spi.	Cla 720	S.	½	A.	Shu.	Ross.	Budd	6585
Indiana	127	3		162°	P 36x5	P 36x10	Her L	4-4½x5¾	32.4	Str.	V.	Eis.	A.L†.	P. B&B	B-L 55.	Spi.	Cla 720	S.	½	A.	Shu.	Ross.	Smi.	6490
Indiana	136, 636, 638	3½, 4		168½°	S 36x5	S 36x12	Wis H°	6°-4x5	38.4°	Str.	V.	Eis.	A-L†.	P. B&B	B-L55.	Spi.	Tim	W	F.	A.	Shu.	Ross.		7625°
Indiana	41	5		172°	S 36x6	S 40x12	Her G	4-4¾x5¾	36.1	Str.	V.	Eis.	Opt.	P. B&B	B-L60 Max	Spi.	Tim68700SP	W	F.	B.	Shu.	Ross.	Smi.	9600
Indiana	641-7	5½		184°	S 36x6	S 40x12	Wis Z	6-4½x5	48.6	Str.	V.	Eis.	A-L‡.	D. B-L.	B-L70 Max	Spi.	Tim 68790.	W	F.	A.	Shu.	Ross.	Day.	
Int. Harvester	Spec. Del.	¾		116	B30x5.25	B 30x5.25	Wau X	4-3½x4½	19.6	Zen.	G.	D-R.	D-R.	Roc.	M.M.	M-M	Eat	S.	½	B.	Eat.	E-G		2000
Int. Harvester	S24, S26	1¼		130	P 32x4½	P 32x4½	Lyc 4SG°	6°-3¼x4½	25.3°	Zen.	G.	D-R.	D-R.	P. Long	Own	M. M	Eat	S.	½	A.	Eat.	CAS		3090°
Int Harvester	33	1½		128	S 36x4	S 36x6	Own 33	4-3¾x5	22.5	Own	G.	Own.	None.	D. Own	Own 33	Own.	Own 33	I.	D.	A.	Own.	Own		4070
Int. Harvest'	SL34, SF-34	1½		140°	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	Zen.	G.	D-R.	D-R.	P. Long	Own	M. M	Eat	S.	½	A.	Eat.	CAS		3320°
Int. Harvest'	SL36, SF36	1½		140°	P 30x5	P 30x5	Lyc 4SG	6-3¼x4½	25.3	Zen.	G.	D-R.	D-R.	P. Long	Own	M. M	Eat	S.	½	A.	Eat.	CAS		3385°
Int. Harvest'	SD44,SD46	2		117	P 30x5	P 32x6	Lyc 4SG°	6°-3¼x4½	25.3°	Zen.	G.	D-R.		P. Long	Own	M. M	Eat	S.	½	A.	Eat.	CAS		3335°
Int. Harvester	43	2		130	S 36x4‡	S 36x7‡	Own 43	4-3¾x5	22.5	Own	G.	Eis.	Own.	D. Own	Own 43	Own.	43	I.	D.	B.	Own.	Own	Own	4790
Int. Harvest'	SF44,SF46	2		140°	P 32x6	P 34x7	Lyc 4SG°	6°-3¼x4½	25.3°	Zen.	G.	D-R.	D-R.	P. Long	Own	M. M	Eat	S.	½	A.	Eat.	CAS		
Int. Harvester	54C, 54	2½		140°	S 36x5	S 36x8‡	Own	4-4¼x5	28.9	Own	G.	RBos.	D-R‡.	D. Own	Own	Own.	Own	R°	F°.	B.	Own.	Own.	Own	6395°
Int. Harvester	63	3		140	S 36x5‡	S 36x8‡	Own	4-4¼x5	28.9	Own	G.	Own.	D-R‡.	D. Own	Own 63	Own.	Own 63	I.	D.	B.	Own.	Own.	Own	5660
Int. Harvester	74C, 74	3½		160°	S 36x6‡	S 40x12‡	Own	4-4¼x5	28.9	Own	G.	RBos.	D-R‡.	D. Own	Own	Own.	Own	R°	F°.	B.	Own.	Own.	Own	8175°
Int. Harvester	104C	5		154°	S 36x6	S 40x14	Own	4-4¼x5	28.9	Own	G.	RBos.	D-R‡.	D. Own	Own	Own.	Own	C.	D.	B.	Own.	Own.	Own	8900
Int. Harvester	43	TT		115	S 36x4	S 36x7	Own 43	4-3¾x5	22.5	Own	G.	Own.	Opt.	D. Own	Own	Own.	Own. 43	I.	D.	B.	Own.	Own.	Own	4760
Int. Harvester	63	TT		120	S 36x5	S 36x8	Own 63	4-4¼x5	28.9	Own	G.	Opt.	D. Own	Own	Own	Own.	Own 63	I.	D.	B.	Own.	Own.	Own	5600
Int. Harvester	103	5, TT		134	S 36x5	S 40x14	Own 103	4-4¼x5	28.9	Own	G.	Own.	Opt.	D. Own	Own	Own.	Own 103	I.	D.	B.	Own.	Own.	Own	7435
Int. Harvester	54C, 74C	TT		137°	S 36x6°	S 36x12°	Own	4-4¼x5	28.9	Own	G.	RBos.	Opt.	D. Own	Own	Own.	Own	C.	D.	B.	Own.	Own.	Own	
Kelly-Springfield	KS-15	1½		140°	P 30x5	DP30x5	Her OX	4-4x5	25.6	Zen.	G.	D-R.	D-R.	D. Ful.	Ful SU12.	Pet.	Tim 5620	B.	F.	A.	Shu.	Ross.	Smi.	4625
Kelly-Springfield	KS-20	2		153	S 34x4	S 34x8	Her OX	4-4x5	25.6	Zen.	G.	Eis.	A-L.	D. Ful.	Ful GU12.	Pet.	Own	W.	½	A.	Shu.	Ross.	Smi.	
Kelly-Springfield	KS-25	2½		153	S 36x5‡	S 36x10‡	Her K	4-4¼x5¾	28.9	Zen.	G.	Eis.	A-L.	P. B&B	B-L55 Max	Pet.	Own	W.	½	A.	Own.	Ross.	Smi.	7060
Kelly-Springfield	KS-35	3½		155	S 36x5‡	S 40x12‡	Her L	4-4½x5¾	32.4	Zen.	G.	Eis.	A-L.	P. B&B	B-L55 Max	Pet.	Tim 66600	W.	F.	A.	Own.	Ross.	Smi.	8200
Kelly-Spr'field	KS-50-70	5, 5½		160	S 36x6	DS40x8°	Own	4-4½x46½	32.4	Zen.	G.	Eis.	A-L.	P. B&B	B-L60 Max	Pet.	Own°	C°.	D°		Own.	Ross.	Smi.	10320°
Kenworth	A	1	2250	131	P 30x5	P 30x5	Buda WTU	4-3¾x5⅛	22.5	Zen.	V.	D-R.	D-R.	D. B-L.		Spi.	Tim 6258	W	F.	A.	Tim.	Ross.	Smi.	4100
Kenworth	A6	1½	2250	140	P 32x6	P 32x6	Buda HS6	6-3⅜x4½	27.3	Zen.	V.	Eis.	A-L.	D. B-L.	B-L 31.	Spi.	Tim 64600	W	½	A.	Tim.	Ross.	Smi.	4200
Kenworth	G	2	3100	150	S 36x4	S 36x7	Buda KBU	4-4x5¼	25.6	Zen.	V.	RBos.	D-R.	D. B-L.	B-L 55.	Spi.	Tim 64600	W	½	A.	Tim.	Ross.	Smi.	5600
Kenworth	J	3	3750	160	S 36x5	S 36x8	Buda EBU	4-4¼x5½	28.9	Zen.	V.	RBos.	D-R.	D. B-L.	B-L 51.	Spi.	Tim 65700S	W.	F.	A.	Tim.	Ross.	Smi.	6300
Kenworth	N	4	4500	170	S 36x5‡	S 40x12	Buda YBU	4-4½x6	32.4	Zen.	V.	RBos.	D-R.	D. B-L.	B-L 60.	Spi.	Tim 66700S	W.	F.	A.	Tim.	Ross.	Smi.	8800
Kenworth	S	5	5500	178	S 36x6	S 40x14	Buda BTU	4-5x6½	40.0	Zen.	V.	RBos.	D-R.	D. B-L.	B-L60 Max	Spi.	Tim 68700S	W.	F.	A.	Tim.	Ross.	Smi.	9700
King Zeitler	22A	1		131	P 30x5	P 30x5	Con 31 L	6-2⅞x4¾	19.8	Zen.	G.	A-L.	A-L.	D. B-L.	B-L 20.	Blo.	Tim 5260	S.	½	A.	Shu.	Ross.	Bim.	3000
King Zeitler	35	1½		140°	S 34x5‡	S 34x7‡	Con S4	4-4¼x4½	28.9	Str.	G.	D-R.	D-R.	D. B-L.	B-L 31.	Pic.	Tim 64600D	W.	F.	A.	Tim.	Ross.	StM.	4500
King-Zeitler	42A	2		156°	P 32x6	DP32x6	Con 12C	6-3¼x4⅝	25.3	Zen.	G.	A-L.	A-L.	D. B-L.	B-L 31.	Pic.	Tim 5620	B.	F.	A.	Shu.	Ross.	Smi.	
King-Zeitler	45	2½		156°	S 36x5‡	S 36x8‡	Con S4	4-4¼x4½	28.9	Str.	G.	RBos.	A-L‡.	D. B-L.	B-L 35.	Pic.	Tim 65600D	W.	F.	A.	Tim.	Ross.	StM.	5400
King-Zeitler	60	3		156°	S 36x5‡	S 36x10	Con K4	4-4⅛x5¼	27.2	Str.	G.	Eis.	A-L.	D. B-L.	B-L 51.	Blo.	Tim 65700D	W.	F.	A.	Tim.	Ross.	StM.	6200

Truck Chassis—Continued

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universal Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type					
King-Zeitler.....62A	3	.....	.....	P 34x7	DP34x7	Con 6B.....	6-3⅜x5	33.7	Zen..	G.	RBos..	RBos..	D. B-L.	B-L 55 Max	Blo..	Tim65700SP	W.	F..	B.	Tim..	Ross.	Bud..	6200
King-Zeitler.....75	3½	.....	156°	S 35x6‡	S 40x12‡	Con L4.....	4-4½x5½	32.4	Str...	G..	Eis...	A-L‡..	D. B-L.	B-L 55 Max	Spi..	Tim 66600..	W	F...	A.	Tim..	Ross.	StM.	7800
Kissel.....	1	.....	140	P 34x5	P 34x5	Own.....	4-3⅞x5½	24.1	Str...	V..	D-R..	D-R..	D. W-G	W-G T38L	Spi..	Tim 6258....	W	F.	A.	Tim..	Ross.	Bim..	3780
Kissel.....	1½	.....	152	S 36x4‡	S 36x6‡	Own 40000...	4-3⅞x5½	24.1	Str...	V..	Eis...	D-R‡..	D. W-G	W-G T38L	Spi..	Tim 6462....	W	½	A.	Tim..	Ross.	Mot,.	4100
Kissel.....	2½	.....	168	S 36x4	S 36x8‡	Own 50000...	4-4¼x5½	28.9	Str...	V..	Eis...	D-R‡..	D. W-G	Ful G7.....	Spi..	Tim 6566....	W	F..		Tim..	Ross.	Mot..	5100
Kissel.....	4, 5	.....	168	S 36x6°	S 40°x14°	Wau DU.....	4-4½x6¼	32.4	Str...	V..	Eis...		P. B-L°	Ful H.....	Spi..	She W-32..	W	½		She..	Ross.	Smi..	8800°
Kleiber.....	¾	1450	136	P 30x5	P 30x5	Con	6-2⅞x4¾	19.8	Str...	G.	D-R..	D-R..	D. B-L.	B-L 20....	Spi..	Tim 5260....	B.	½	B.	Tim..	Ross.	Smi..	3000
Kleiber.....	2	3100	147	S 36x4‡	S 36x7‡	Con K4.....	4-4½x5¼	27.2	Str...	V..	RBos.	None..	D. B-L.	B-L 50....	Spi..	Tim 6462....	W	½	A.	Tim..	Ross.	Smi..	4300
Kleiber.....	1½, 2	.....	170°	P 32x6	DP°32x6	Con 8R.....	6-3¾x4½	27.3	Str...	V..	D-R..	D-R..	D. B-L.	B-L.....	Spi..	Tim 5620....	B.	F.	A.	Tim..	Ross.	Cal..	3700°
Kleiber.....Speed	2½	4000	190	P 34x7	DP34x7	Con 6B.....	6-3⅜x5	33.7	Str...	G.	RBos.	RBos..	D. B-L.	B-L 55....	Spi..	Tim 65600..	W	F.	A.	Tim..	Ross.	Cal..	6200
Kleiber.....	2½, 3	.....	163	S 36x5	DS36x5‡	Con L4.....	4-4½x5½	32.4	Str...	V.	RBos.	ABos..	D. B-L.	B-L.....		Tim.....				Tim..	Ross.	Smi..	.....
Kleiber.....Special	3	4350	163	S 36x5	S 36x12	Buda BUS..	6-4x5½	38.4	Str...	V.	RBos.	ABos..	D. B-L.	B-L 60....		Tim 6570D..				Tim..	Ross.	Smi..	.....
Kleiber.....	3½, 5	.....	185°	S 36x6°	S 40°x14°	Con B5.....	4-4¾x6	36.1	Str...	V.	RBos.	None..	D. B-L.	B-L 60....	Spi..	Tim.....	W	F.	A.	Tim..	Ross.	Smi..	10400°
Krebs.....34, 44	1½, 2	.....	160°	S 36°x4°	S 36°x7°‡	Con S4.....	4-4¼x4½	28.9	Zen..	V.	ABos.	ABos..	D. B-L.	B-L 31....	Spi..	Tim.....	W	½	A.	Tim..	Ross.	Smi..	5000°
Krebs.....36, 46	1½, 2	.....	160°	S 36°x4°	‡S36°x7°‡	Con 8R.....	6-3⅝x4½	27.3	Zen..	V.	ABos.	ABos..	D. B-L.	B-L 31....	Spi..	Tim.....	W	½	A.	Tim..	Ross.	Smi..	4800°
Krebs.....64, 66	3	.....	163°	S 36x5‡	S 36x10‡	Con 6B°.....	6°-3¾x5	33.8°	Zen..	V.	ABos.	ABos..	D. B-L.	B-L 55....	Spi..	Tim 65600D	W	F.	A.	Tim..	Ross.	Smi..	6100
Krebs.....84, 86	4	.....	183°	S 36x6‡	S 40x12‡	Con 8T°.....	6°-4⅛x5¼	40.8°	Zen..	V.	ABos.	ABos..	D. B-L.	B-L 60....	Spi..	Tim 66600D	W	F.	A.	Tim..	Ross.	Ross.	7950
Krebs.....94, 96	5½	.....	183°	S 36x7	DS40x7	Con 15H°....	6°-4½x5¾	48.6°	Zen..	V.	ABos.	ABos..	D. B-L.	B-L 60....	Spi..	Tim 67700D	W	F.	A.	Tim..	Ross.	Smi..	9500
Lange.....K	1½	2050	140	P 32x6	P 32x6	Con 12C.....	6-3¼x4⅝	25.3	Zen..	V.	A-L..	A-L..	D. B-L.	B-L 31....	Pet..	Tim 5620....	B.	F.	A.	Shu..	Ross.	Hoo..	3900
Lange.....G	1½, 2	.....	145°	S 36°x4‡	S 36°x7‡	Con J4.....	4-3¾x5	25.5	Str...	V.	Apo..	None..	D. B-L.	B-L 35....	Pet..	Tim 64600D	W	½	A.	Tim..	Ross.	Hoo..	4925°
Lange.....H	3	4250	156	S 36x5	S 36x10	Con 6B.....	6-3⅜x5	33.7	Str...	V.	Apo..	None..	D. B-L.	B-L 55....	Pet..	Tim 65700D	W	F.	A.	Tim..	Ross.	Hoo..	6850
Lange.....E, E3	2½, 3	.....	149½	S 36x5°	S 36x10°	Con K4.....	4-4½x5¼	27.2	Str...	V.	Apo..	None..	D. B-L.	B-L 51....	Pet..	Tim.....	W	F.	A.	Tim..	Ross.	Hoo..	5950
Lange.....F	3½	4650	168°	S 36x5	S 36x12	Con L4.....	4-4½x5½	32.4	Str...	V.	Apo..	None..	D. B-L.	B-L 55....	Pet..	Tim 66700..	W	F.	A.	Tim..	Ross.	Hoo..	8100
Larrabee-Deye.....A3	1	1350	133	P 30x5	P 30x5	Con 11U.....	6-3¼x4⅝	25.3	Zen.	G.	D-R.	D-R.	D. B-L.	B-L.....	Spi..	Col 1600....	B.	½		Col..	Ross.	Smi..	3100
Larrabee-Deye.X21, X33	1½, 2	.....	160°	P 32x6	P 32x6	Con 8R.....	6-3⅜x4½	27.3	Zen.	G.	D-R.	D-R.	D. B-L.	B-L.....	Spi..	Tim 5620....	B.	F.	A.	Tim..	Gem..	Smi..	3800
Larrabee-Deye...XH25	3	3300	173°	P 32x6	DP32x6	Con 6B.....	6-3¾x5	33.7	Zen.	G.	D-R.	D-R.	D. B-L.	B-L 35....	Spi..	Tim 65600..	W	F.	A.	Shu..	Ross.	Smi..	5650
Le Moon.....H-10	1	.....	140	P 30x5	P 30x5	Con 12C.....	6-3¼x4⅝	25.3	Str...	G.	D-R.	D-R.	D. B-L.	B-L 20B..	Sp..	Cla B-365..	B.	½	B.	Tim..	Ross.	Smi..	2900
Le Moon.....H-15	1½	.....	Opt..	S 34x4	S 34x6	Con 12C.....	6-3¼x4⅝	25.3	Str...	G.	D-R.	D-R.	D. B-L.	B-L 31....	Spi..	Tim 6258....	W	½	A.	Shu..	Ross.	StM.	3900
Le Moon...H-17, H-20	1½, 2	.....	Opt..	S 34x4°	S 34x7°	Con 12C.....	6-3¼x4⅝	25.3	Str...	G.	D-R.	D-R.	D. B-L.	B-L 31....	Spi..	Tim.....	W	F.	A.	Shu..	Ross.	StM.	3900
Le Moon...H-21, H-25	2, 2½	.....	Opt..	S 36x4°	S 36x8°	Con 6B.....	6-3¾x5	33.7	Str...	G.	ABos.	D-R..	D. B-L.	B-L 35....	Spi..	Tim 65600°	W	F.	A.	Tim..	Ross.	StM.	5600°
Le Moon.....GP3	2½	.....	Opt..	S 36x4	S 36x8	Con K4.....	4-4½x5¼	27.2	Str...	G.	ABos.	None..	D. B-L.	B-L 51....	Spi..	Tim 65600..	W	F.	A.	Tim..	Ross.	StM.	5500
Le Moon...H-30, H-31	3	.....	Opt..	P 34x6°	DS34x6°	Con 6B.....	6-3¾x5	33.7	Str...	G.	ABos.	D-R..	D. B-L.	B-L 35....	Spi..	Tim.....	W	F.	B.	Tim..	Ross.	StM.	5900°
Le Moon....GP4, H-40	3½	.....	Opt..	S 36x5	S 36x10	Con 8T°.....	6°-4½x5¼	40.8°	Str...	G.	ABos.	D-R..	D. B-L.	B-L 55....	Spi..	Tim 66600..	W	F.	A.	Tim..	Ross.	StM.	8000°
Le Moon.....GP5	5	.....	Opt..	S 36x6	S 40x12	Con B7.....	4-5x6	40.0	Str...	G.	Bos..	None..	D. B-L.	B-L 60....	Spi..	Tim 67600..	W	F.	A.	Tim..	Ross.	StM.	10000
Luedinghaus.....	1, 1½	.....	144°	S 34x4°‡	S 34x6°‡	Wau V.....	4-4x5	25.6	Zen.	G.	Eis...	A-L..	D. B-L.	B-L 31....	Spi..	Wis.....	W	½	A.	Shu..	Ross.	Smi..	4500°
Luedinghaus.....	2½	.....	145°	S 36x5‡	S 36x8‡	Wau FU.....	4-4x5¾	25.6	Zen.	...	Eis...	None..	D. Ful.	Ful GU14.	Spi..	Tim 65660D	W	F.	A.	Shu..	Ross.	Smi..	4900
Luedinghaus.....	3½	.....	160°	S 36x6	S 40x12	Wau DU.....	4-4½x6¼	32.4	Zen.	G.	Eis...	A-L..	D. B-L.	B-L 55....	Spi..	Tim 6666....	W	F.	A.	Shu..	Ross.	Smi..	7760
Luedinghaus.....	5	.....	160°	S 36x6‡	S 40x6‡	Wau EU.....	4-5x6¼	40.0	Zen.	G.	Eis...	Opt‡..	D. B-L.	B-L 60....	Spi..	Tim 67600..	W	F.	A.	Shu..	Ross.	Smi..	9500
Maccar.....36	1¼	.....	140	P 30x5	P 30x5	Buda HS....	6-3⅜x4½	27.3	Zen.	V.	D-R..	D-R..	D. B-L.	B-L 31....	Spi..	Eat 1002....	B.	½	A.	Shu..	Ross.	Van..	3700
Maccar.....46	2	.....	150	P 32x6	P 34x7	Wis Y.....	6-3⅜x5	27.3	Zen.	V.	D-R..	D-R..	D. B-L.	B-L 35....	Spi..	Wis 6600....	R.	F.	A.	Shu..	Ross.	Van..	5200
Maccar.....64, 94	3, 4	.....	171°	S 36x5	DS36x6°	Wis VAU°...	4-4½x6	32.4	Zen.	V.	D-R..	D-R..	D. B-L.	B-L.....	Spi..	Tim.....	W	F.	A.	Shu°	Ross.	Day..	.....
Maccar.....66, 96	3, 4	.....	171°	S 36x5	DS36x6	Buda BUS...	6-4x5½	38.4	Zen.	V.	D-R..	D-R..	D. B-L.	B-L.....	Spi..	Tim.....	W	F.	A.°	Shu.°	Ross.	Day..	7800°
Maccar.....G1	5	.....	186	S 36x6	DS40x6	Wis RBU....	4-5x6	40.0	Str...	V.	Eis...	D-R..	Rem..	B-L 60....	Spi..	Tim 6760D	W	F.	A.	Tim..	Ross.	Day..	8975
Mack.....AB 1½-2	1½	.....	164½°	S 36x4	DS36x3½	Own AB.....	4-4x5	25.6	Str...	G.	Spl...	N-E‡..	D. Own	Own AB....	Spi..	Own AB....	R°	F°	B.	Own	Own	.....	.....
Mack.....AB 2½-3	2½	3400	146½°	S 36x4	DS36x4	Own AB.....	4-4¼x5	28.9	Str...	G.	Spl...	N-E‡..	D. Own	Own AB....	Spi..	Own AB....	C.	D.	B.	Own	Own	.....	.....
Mack.....AB 2½-3	2½	3850	164½°	S 36x4	DS36x4	Own AB.....	4-4¼x5	28.9	Str...	G.	Spl...	N-E‡..	D. Own	Own AB....	Spi..	Own AB....	R.	F.	B.	Own	Own	.....	.....
Mack.....AK	3½, 5	4700	174°	S 36x5	DS 36x5	Own AK.....	4-4⅝x6	34.2	Str...	G.	Spl...	N-E‡..	P. Own	Own AK....	Spi..	Own AK....	C.	D.	F.	Own	Own	.....	.....
Mack.....AC	3½	4950	168°	S 36x5	DS40x5	Own AC.....	4-5x6	40	Str...	G.	Spl...	N-E‡..	P. Own	Own AC....	Spi..	Own AC....	C.	D.	D.	Own	Own	.....	.....
Mack.....AK	3½, 5	4850	174°	S 36x5	DS 36x5	Own AK.....	4-4⅝x6	34.2	Str...	G.	Spl...	N-E‡..	P. Own	Own AK....	Spi..	Own AK....	R.	F.	G.	Own	Own	.....	.....
Mack.....AC 5½-7	5	5500	168°	S 36x6	DS40x6	Own AC.....	4-5x6	40.0	Str...	G.	Spl...	N-E‡..	P. Own	Own AC....	Spi..	Own AC....	C.	D.	D.	Own	Own	.....	.....
Mack.....AC7½	7½	6000	168°	S 36x7	DS40x7	Own AC.....	4-5x6	40.0	Str...	G.	Spl...	N-E‡..	P. Own.	Own AC....	Spi..	Own AC....	C.	D.	D.	Own	Own	.....	.....
Mack.....AB 5 TT	3400	122½	S 36x4	DS36x4	Own AB.....	4-4¼x5	28.9	Str...	G.	Spl...	N-E‡..	D. Own	Own AB....	Spi..	Own AB....	C.	D.	B.	Own	Own	.....	.....	4600°
Mack.....AC 7TT	4950	128	S 34x5	DS36x5	Own AC.....	4-5x6	40.0	Str...	G.	Spl...	N-E‡..	P. Own	Own AC....	Spi..	Own AC....	C.	D.	D.	Own	Own	.....	.....	5300°
Mack.....AC 10TT	5500	128	S 34x6	DS36x6	Own AC.....	4-5x6	40.0	Str...	G.	Spl...	N-E‡..	P. Own.	Own AC....	Spi..	Own AC....	C.	D.	D.	Own	Own	.....	.....	6000
Mack.....AC 15TT	6000	128	S 34x7	DS36x7	Own AC.....	4-5x6	40.0	Str...	G.	Spl...	N-E‡..	P. Own.	Own AC....	Spi..	Own AC....	C.	D.	D.	Own	Own	.....	.....	6400
Master.....11	1¼	.....	132	P 35x5	P 35x5	Buda WTU..	4-3⅝x5⅛	22.5	Zen.	G.	ABos.	ABos..	D. Ful.	Ful SU....	Spi..	Cla.....	S.	½	A.	Tim..	Ross.	StM.	3000	7050
Master.....21	1½	.....	142°	S 34x4	S 36x7	Buda ABU-I.	4-4x5¼	25.6	Zen.	V.	Opt..	None..	D. Ful.	Ful SU....	Spi..	Tim 6462....	W	½	A.	She..	Ross.	Mot..	4000	3300
Master.....41A	2½	.....	154°	S 36x5	S 36x10	Buda ETU..	4-4¼x5½	28.9	Zen.	...	Eis...	.....	D. Ful.	Ful G.....	Spi..	Tim 6566....	W	F.	A.	Tim..	Ross.	.....	6250	3600
Master.....45, 55	2¼, 3¼	.....	158°	S 36x5	S 40°x12°	Jackson.....	4-4¼x6⅝	28.9	Str...	...	Spl...	.....	D. Ful.	Ful.....	Spi..	Tim.....	W	F.	A.	Tim..	Ross.	.....	8400°	3700°
Master.....51, 61	3½	.....	158	S 36x5	S 40x12	Buda BTU°..	4-5x6½°	40.0°	Zen.	V.	Opt..	None..	D. Ful.	Ful.....	Spi..	Tim 6666....	W	F.	A.	Tim..	Ross.	Smi..	8400	3830
Master.....64	5	.....	170°	S 36x6	S 40x14	Buda BTU..	4-5x6½	40.0	Zen.	V.	Opt..	None..	D. Ful.	Ful H.....	Spi..	Tim 6766....	W	F.	A.	Tim..	Ross.	Smi..	.....	4840°
Menominee.....	1, 1½	.....	144°	P 32°x6°	P 32°x6°	Wis SU.....	4-4x5	25.6	Zen.	V.	Eis...	A-L..	P. B&B	Det°.....	Blo..	Col 54000..	B°.	F°.	A.	Col..	Ross	Van..	3250	4113
Menominee.....HX	2	.....	132	P 32x6	P 32x6	Wis W.....	4-4½x5	27.2	Zen.	V.	Eis...	A-L..	P. B&B	Cot AU....	Pic..	Wis 6600....	R.	F.	A.	Wis.	Ross	Ind.	4850	5190°
Menominee.....N	3½	3800	160	P 32x6	DP32x6	Wis HB.....	6-3¾x5	33.7	Str...	V.	D-R..	D-R..	P. B&B	Cot AU....	Pic..	Wis 8800....	R.	F.	A.	Shu..	Ross	Budd	5975	7350
Moreland..RR6, BX6	1½, 2	.....	156	S 36°x4°	S 36°x6°	Con 12C.....	6-3¼x4⅝	25.3	Zen.	V.	A-L..	A-L..	B-L....	B-L 35....	Pet..	Tim.....	W°	½°		Tim..	Ross.	K-B.	3850°	7625°
Moreland. EXX6, AXX6	2½, 4	.....	190°	S 36x5°	S 36x10°	Con 6B.....	6-3⅜x5	33.7	Str...	V.	A-L..	A-L..	. Own	B-L.....	Pet..	Tim.....	W	F.		Tim..	Ross.	K-B.	6300°	6500
Moreland.SX6-6, TX6-10	5½	.....	221°	S 36x7°	S 36x10°	Con 15H°....	6-4½x5¾	48.6°	Str...	V.	A-L..	A-L..	. B-L°	B-L.....	Pet..	Own.....	W	F.		Tim..	Ross.	Smi°.	11000°	6585
Nash..... 2018, 3018	1, 2	.....	144°	S 34x4‡	S 34x7°	Own 4.....	4-3⅝x5½	22.5	Str...	G.	Eis...	A-L..	P. B&B	D-G C....	Own	Cla.....	I.	D.	D°	Own°	Han..	Bim..	3850°	6490
National....10, 20, 21	1½, 2	.....	157°	P 32x6	P 32x6	Wau V.....	4-4x5	25.6	Zen.	G.	ABos.	ABos..	D. B-L.	B-L.....	Spi..	Tim 6460....	W	½	A.	Tim..	Ross.	Van..	4300°	7625°
National.....23	2½	3725	178	P 36x6	DS36x6‡	Wau V.....	4-4x5	25.6	Zen.	G.	ABos.	ABos..	D. B-L.	B-L 35....	Spi..	Tim 6566....	W	F.	A.	Tim..	Ross.	Van..	5000	9600
National.....40, 41	3	4500	179°	P 36x6	P 36x10	Wau CU.....	4-4⅜x5¾	30.6	Zen.	G.	ABos.	ABos..	O. H-S.	B-L 51....	Spi..	Tim 6570D..	W	F.	A.	Tim..	Ross.	Van..	6300°	.....
National.....50, 51	3½	.....	179°	P 36x6	P 36x12	Wau CU.....	4-4⅜x5¾	30.6	Zen.	G.	ABos.	ABos..	O. H-S.	B-L 55....	Spi..	Tim 6579....	W	F.	A.	Tim..	Ross.	Van..	7400°	2000
Noble.....124, 134	1½, 1½	.....	160°	P 32°x6	P 32x6	Buda WTU..	4-3¾x5⅛	22.5	Str...	V.	A-L..	ABos..	D. Ful.	Ful.....	Blo..	Tim 5620°.	B°.	F°.	A°.	Shu..	Ross.	Smi..	3900	3090°
Noble.....146	2	.....	166	P 32x6	P 34x7	Buda HS6..	6-3⅜x4½	27.3	Str...	V.	A-L..	A-L..	D. Ful.	Ful SU12..	Blo..	Tim 5620....	B.	½		Tim..	Ross.	Smi..	3980	4070
Noble.....154, 156	2, 2½	.....	168°	P 32x6°	DP32x6°	Buda DS6°..	6°-3⅝x5	31.5°	Str...	V.	A-L°.	A-L..	D. Ful.	Ful.....	Blo..	Tim.....	W	F.	B.	Tim..	Ross.	Ind..	4875°	3320°
Noble.....166	3	.....	188	P 34x7	DP34x7	Buda BUS...	6-4x5½	38.4	Str...	V.	A-L..	A-L..	D. Ful.	Ful.....	Blo..	Tim65700SP	W	B.	A.	Tim..	Ross.	Ind..	6275	3385°
Noble.....164, 184	3, 4	.....	164°	S 36x5	S 36x12°	Buda YBU°..	4-4½°x6°	32.4°	Str...	V.	Eis...	.....	D. Ful.	W-G°.....	Blo..	Tim.....	W	F.	A.	Tim..	Ross.	Smi..	7200°	3335°
Oneida.....A9	1½	.....	135	P 30x5	P 32x6	Her OX.....	4-4x5	25.6	Str...	...	Apo..	A-L..	Ful..	Ful SU10..	Blo..	Tim 5620....	S.	F.	A.	Shu..	Ross.	Smi..	4500	4790
Oneida.....B-9	2	.....	144	P 32x6	P 34x7	Her OX.....	4-4x5	25.6	Str...	...	Apo..	A-L..	Ful..	Ful GC....	Pet..	Tim 64600..	W	½	A.	Shu..	Ross.	Smi..	4800	n.
Oneida.....BB9	2	.....	135	P 30x5	P 32x6	Con 12C.....	6-3¼x4⅝	25.3	Str...	...	Apo..	A-L..	Ful..	Ful SU10..	Blo..	Tim 5620....	S.	F.	A.	Shu..	Ross.	Smi..	.....	6395°
Oneida.....C-9	2½	.....	160	P 34x7	P 36x8	Her K.....	4-4½x5¾	32.4	Str...	...	Apo..	A-L..	Ful..	Ful GCL..	Pet..	Tim 65660..	W	F.		Shu..	Ross.	Smi..	5200	5660
Oneida.....C	3	.....	160°	P 34x7	DP34x7	Wis HB.....	6-3¾x5	33.7	Str...	V.	Apo..	A-L..	D. Ful.	Ful GCL..	Pet..	Tim 65600D	W	F.	A.	Shu..	Ross.	Smi..	5200	8175°
Oneida.....D-9	3½	.....	170	S 38x7	S 40x14	Her L.....	4-4½x5¾	32.4	Str...	...	Apo..	A-L..	B-L..	B-L 60....	Pet..	Tim 6660....	W	F.	A.	Con..	Ross.	Smi..	7885	8900
Oneida.....E-9	5	.....	180	S 36x8	DS40x7	Her G.....	4-4¾x5¾	36.1	Str...	...	Apo..	A-L..	B-L..	B-L 60....	Pet..	Tim 67660..	W	F.	A.	Tim..	Ross.	Smi..	9400	4760
Oshkos'Exp.R6,Exp.RR6	1½	.....	165°	P 32x6	P 34x7	Wis Y.....	6-3⅜x5	27.3	Zen.	V.	Opt..	L-N..	D. B-L.	B-L 31....	Blo..	Wis 460....	R.	F.	A.	Wis..	Han..	Van.	4450°	5600
Oshkosh..Exp.R,Exp.RR	1½	.....	165°	P 32x6	P 34x7	Her OX.....	4-4x5	25.6	Zen.	V.	Opt..	L-N..	D. B-L.	B-L 31....	Blo..	Wis 460....	R.	F.	A.	Wis..	Han..	Van.	4300°	7435
Oshkosh.....AW, AAW	2	.....	165°	P 36x6	P 36x6	Wis SU.....	4-4x5	25.6	Str...	V.	A-L..	A-L..	D. B-L.	B-L 35....	Pet..	Own.....	B.	F.	B.	Own.	Ross.	StM	4340°	n.
Oshkosh.....K, KK	2½	.....	165°	P 36x8	P 36x8	Her OX.....	4-4x5	25.6	Zen.	V.	L-N..	L-N..	D. B-L.	B-L 51....	Blo..	Own K.....	B.	F.	B.	Own.	Ross.	Cla..	5600°	n.
Oshkosh.....M, MM	2½	.....	170°	S 36x6‡	S 36x8‡	Her OX.....	4-4x5	25.6	Zen.	V.	Opt..	.....	D. B-L.	B-L 51....	Blo..	Wis F65B..	R.	F.	A.	Wis.	Han.	Van.	5350°	4625
Oshkosh.....H, HH	3	.....	165°	S 36x6‡°	S 36x8°‡	Her L.....	4-4½x5¾	32.4	Zen.	V.	Opt..	.....	D. B-L.	B-L 55....	Blo..	Own H.....	R.	F.	B.	Own.	Han.	Cla.	7085°	i.
Oshkosh.....H6, HH6	3	.....	165°	S 36x6‡	S 36x8‡	Her YXC....	6-4⅜x4¾	45.9	Zen.	V.	Opt..	.....	D. B-L.	B-L 55....	Blo..	Own.....	R.	F.	B.	Own.	Han.	Cla.	4825°	7060
Oshkosh.....F	5	5180	146	S 36x8‡	S 36x12‡	Wau EU.....	4-5x6¼	40.0	Zen.	V.	Opt..	None..	D. Ful.	Ful HU....	Blo..	Own.....	B.	F.	B.	Own.	Han.	Cla.	8350	8200
Parker.....Chariot	1	1750	140	P 33x5	P 33x5	Wis SU.....	4-4x5	25.6	Str...	V.	Eis...	Eis....	.Ful..	Ful SC10..	.....	Tim 5620....	B.	F.	A.	Tim..	Ross.	Bim..	3250	10320°
Parker.....Junior	1½	1950	140	P 34x5	P 34x5	Wis SU.....	4-4x5	25.6	Str...	V.	Eis...	Eis....	.Ful..	Ful SC10..	Blo..	Tim 6462....	W	F.	B.	Tim..	Ross.	Bim..	3750	4100
Parker.....Heavy Duty	2½	2750	150	S 34x4	S 36x8	Wis UAU....	4-4¼x6	28.9	Str...	V.	Eis...	.....	.Ful..	Ful G7....	Bio..	Tim 65660G	W	F.	B.	Tim..	Ross.	Bim..	5400	4200
Parker.....Hippo	3½	3500	150	S 36x5	S 40x12	Wis VAU....	4-4½x6	32.4	Str...	V.	Eis...	.....	.Ful..	Ful H.....	Blo..	Tim 6666D..	W	F.	B.	Tim..	Ross.	Bim..	6550	5600
Pendell....B (Low Bed)	1½	3000	156	P 30x5	P 32x6	Her.....	4-4x5	25.6	Str...	G.	A-L..	A-L..	D. Ful.	Ful SU12..	The..	Own.....	C.	D.	B.	Own.	Jac.	Own.	4800	5600
Pierce-Arrow...XA, XB	2, 3	.....	150	S 36x5‡	DS36x5‡	Own.....	4-4x5½	25.6	Str...	P.	D-R..	D-R..	D. Own	Own.....	Spi..	Own.....	W	½	A.	Own.	Own.	.....	6280	6800
Pierce-Arrow.....WC	4	5100	162	S 36x5‡	DS36x6	Own WC.....	4-4½x6¾	32.4	Str...	P.	D-R..	D-R..	D. Own	Own WC....	Spi..	Own WC....	W	½	B.	Own.	Own.	Bet..	8490	9700
Pierce-Arrow.....RD	5	5400	162	S 36x6	DS36x7	Own RD.....	4-4½x6¾	32.4	Str...	P.	D-R..	D-R..	D. Own	Own RD....	Spi..	Own RD....	W	F.	B.	Own.	Own.	Bet..	8750	3000
Pierce-Arrow....RF7½	7½	5600	168	S 36x6‡	DS40x8	Own RF.....	4-4½x6¾	32.4	Str...	P.	D-R..	D-R..	D. Own	Own RF....	Spi..	Own RF....	W	F.	B.	Own.	Own.	Bet..	9540	4500
Pierce-Arrow.....XB	TT	3750	140	S 36x5	S 36x5	Own XB.....	4-4x5½	25.6	Str...	P.	D-R..	D-R..	D. Own	Own XB....	Spi..	Own XB....	W	½	A.	Own.	Own.	Own.	6180	M.
Pierce-Arrow.....RD	TT	5400	133	S 36x6	S 36x6	Own RD.....	4-4½x6¾	32.4	Str...	P.	D-R..	D:R..	D. Own	Own RD....	Spi..	Own RD....	W	F.	B.	Own.	Own.	Own.	8650	M. 6200

American Gasoline

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universal Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type					
Pierce-Arrow	RF	TT	5600	132	S 36x6	S 36x7	Own RF	4-4½x6¾	32.4	Str.	P.	D-R.	D-R.	D. Own	Own RF.	Spi.	Own RF.	W.	F.	B.	Own.	Own.	Own.	9340
Rehberger	A, B	2, 3	.....	162	S 36x5°	S 36x10°	Buda YBU°	4-4½°x6°	32.4°	Zen.	V.	Eis.	D-R.	D. B-L.	B-L.	Spi.	Tim.	W.	F°	A.	Shu.	Ross.	Van.	6460°
Rehberger	C	4	.....	174	S 36x6	S 36x12	Buda YBU	4-4½x6	32.4	Zen.	V.	Eis.	D-R.	D. B-L.	B-L 55	Spi.	Tim 6666	W.	F.	A.	Tim.	Ross.	Van.	7940
Rehberger	D	5	.....	186	S 36x6	S 40x14	Buda BTU	4-5x6½	40.0	Zen.	V.	Eis.	D-R.	D. B-L.	B-L 60.	Spi.	Tim 6760.	W.	F.	A.	Tim.	Ross.	Van.	10010
Relay	50A	2½	.....	156°	P 36x6	S 40x10	Buda DW6	6-3¾x5	33.7	Zen.	V	Eis.	D-R.	P. B&B	Own	Blo.	Own		F.	B.	Tim.	Ross.	Int.	7140
Relay	70A	3½	.....	156°	P 36x6	S 40x14	Buda BUS	6-4x5½	38.4	Zen.	V.	Eis.	D-R.	P. B&B	Own	Blo.	Own		F.	B.	Tim.	Ross.	Int.	8500
Reo. Speed Wagon	Jr.	½	895	115	B28x5.25	P 28x5.25	Con	6-3¼x4	25.3	Sch.	V.	N-E.	N-E.	P. B&B	W-G.	U-P.	Sal	S.	½.	E.	Sal.	Ross.	Mot.	2290
Reo	FA	1½	.....	133	P 32x6	P 32x6	Own	6-3½x5	24.3	Sch.	V.	N-E.	N-E.	D. B-L.	Own	Pet.	Own	S.	½.	E.	Own.	Own.	Cla.	3250
Reo	FC	2	1645	148	P 32x6	P 34x7	Own	6-3½x5	24.3	Sch.	V.	N-E.	N-E.	D. B-L.	Own	Pet.	Own	S.	½.	E.	Own.	Own.	Cla.	3565
Reo	GA	3	2185	159	P 32x6	DP32x6	Own	6-3½x5	24.3	Sch.	V.	N-E.	N-E.	D. B-L.	Own	Pet.	Own	S.	F.	A.	Own.	Own.	Van.	4310
Republic	75-6, 75	1¾	.....	124°	P 30x5	P 30x5	Lyc CT°	4°-3¾x5	22.5°	Zen.	V.	A-L.	A-L.	D. Ful.	Ful.	U-M.	Eat.	B.	½.	A.	Eat.	Han.	Van.	3000°
Republic	76	1½	.....	145½°	P 32x6	P 32x6	Lyc CT	4-3¾x5	22.5	Zen.	V.	A-L.	A-L.	D. Ful.	Ful.	U-M.	Eat.	B.	½.	A.	Eat.	Han.	Van.	3350
Republic	15, 15W	2	.....	153°	S 34x4	S 34x7	Wau V°.	4-4x5	25.6°	Zen.	V.	ABos.	A-L.	D. Ful.	Ful.	U-M.	Eat.	I.	D.	B.	Eat.	Jac.	Van.	4200
Republic	76-6, 50	1½, 2	.....	154°	P 30°x5°	DP°30x5	Lyc 4SL	6-3½x4½	25.3	Zen.	V.	A-L.	A-L.	D. Ful.	Ful.	U-M.	Eat.	B.	½.	B.	Eat.	Han.	Van.	.....
Republic	85	2	.....	146°	P 32x6	P 32x6	Lyc CT	4-3¾x5	22.5	Zen.	V.	A-L.	A-L.	D. Ful.	Ful.	U-M.	Eat.	B.	½.	B.	Eat.	rian.	Van.	3400
Republic	60	2½	.....	163°	P 32x6	DP32x6	Lyc TF	6-3⅝x5	31.5	Zen.	V.	A-L.	A-L.	D. Ful.	Ful.	U-M.	Eat.	B.	¾.	B.	Eat.	rian.	Van.	4600
Republic	25	3	.....	165°	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	Str.	V.	ABos.	A-L.	D. Ful.	Ful.	U-M.	Eat.	I°.	D°	B.	Eat.	Jac.	Van.	5400
Republic	25W, S25W, 30W	3, 3½, 4½	.....	165°	S 36x5	S 36x10°	Wau CU	4-4⅝x5¾	30.6	Str.	V.	ABos.	A-L.	D. Ful.	Ful.	U-M.	Eat.	I°.	D°	B.	Eat.	Jac.	Van.	5400°
Republic	30	4½	.....	170°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	Str.	V.	ABos.	A-L.	D. Ful.	Ful.	U-M.	Eat.	I.	D.	B.	Wis.	Han.	Van.	6700
Republic	35	5	.....	170°	S 36x6	S 36x14	Wau DU	4-4½x6¼	32.4	Str.	V.	ABos.	A-L.	D. Ful.	Ful.	U-M.	Eat.	I.	D.	B.	Wis.	Han.	Van.	7500
Ruggles	18	1¼	.....	134	P 30x5	P 30x5	Lyc 4SG°	6°-3¼x4½	25.3°	Zen.	V.	D-R.	D-R.	D. B-L.	B-L 20B.	Spi.	Col 34000.	B.	½.	A.	Col.	Jac.	Van.	3000
Ruggles	22	1½	.....	152	P 32x6	P 32x6	Her OX	4-4x5	25.6	Zen.	G.	D-R.	D-R.	D. B-L.	B-L 31.	Spi.	Col 53000.	B.	¾.	A.	Col.	Jac.	Van.	3600
Ruggles	30	1½	.....	160	P 32x6	DP32x6	Lyc 4SG	6-3¼x4½	25.3	Str.	V.	D-R.	D-R.	D. B-L.	B-L 31.	B.G.	Cat 1504.	B.	½.	A.	Col.	Jac.	Van.	4250
Ruggles	22H, 25	2	.....	158°	P 32x6	P 34x7	Lyc TF°	6°-3⅝x5	31.5°	Zen.	G°.	D-R.	D-R.	D. B-L.	B-L 35.	Spi.	Wis 4600.	R.	F.	A.	Col.	Jac.	Van.	4000°
Ruggles	42, 45	2½, 3	.....	148°	S 36°x5°	S 36°x10°	Her OX	4-4x5	25.6	Zen.	G.	ABos.	D-R‡.	D. B-L.	B-L 35.	Spi.	Wis.	R.	F.	A.	Shu.	Jac.	Van.	5200°
Rumely	A	1½	2150	144	S 36x3½‡	S 36x5‡	Buda CTU	4-3¾x5¼	22.5	Str.	G.	Eis.	ABos‡.	D. Ful.	Ful LTU5.	Blo.	She 1501W.	W.	½.	A.	Shu.	Gem.	.....	4050
Sandow	G	1	.....	120	S 33x5	S 33x5	Her OX	4-4x5	25.6	Str.	G.	Eis.	None.	D. Ful	Ful TU¾.	Spi.	She.	W.	.....	A.	Shu.	Ross.	Opt.	3000
Sandow	GA	1	.....	130	S 32x6	S 32x6	Her OX	4-4x5	25.6	Str.	G.	ABos.	A-L.	D. Ful	Ful TU¾.	Spi.	She.	S.	½.	A.	She.	Han.	Mot.	3000
Sandow		1½	.....	138	S 34x6	S 34x6	Her OX	4-4x5	25.6	Str.	V.	Eis.	None.	D. Ful	Ful TU¾.	Spi.	She 1501W.	W.	½.	.....	.....	Ross.	Opt.	3595
Sandow	JS	2	.....	144	S 36x7	S 36x7	Her OX	4-4x5	25.6	Zen.	.....	Eis.	ABos.	D. Ful.	Ful GU14.	Spi.	She W-103.	I..	D.	.....	She.	Ross.	.....	4000
Sandow	JS6	2	.....	156°	P 32x6	DP32x6	Buda HS6	6-3⅜x4½	27.3	Str.	V.	Eis.	A-L.	D-B-L.	B-L 35.	Spi.	Wis 4600.	R.	F.	.....	Shu.	Ross.	Van.	.....
Sandow		2½, 3½	.....	175°	S 36x5°	S 36x12°	Buda YBU-I°	4-4½x6	32.4°	Str.	G.	ABos.	None.	D. B-L.	B-L.	Spi.	Tim°.	W.	F.	A.	Tim.	Ross.	.....	6800°
Sandow	L	5	.....	175	S 36x6	S 40x12	Buda BTU	4-5x6½	40.0	Str.	G.	ABos.	None.	D. B-L.	B-L 60.	Spi.	Tim 6766.	W.	½.	B.	Tim.	Ross.	.....	.....
Sanford	W6-12, S2T	1½, 2	.....	171°	P 30x5	DP°30x5	Buda DW6°	6-3¾x5°	33.7°	Str.	G.	Con.	Dyn.	D. B-L.	B-L.	Spi.	Eat.	B.	½.	A.	Eat.	Ross.	Van.	3900°
Sanford	S345	3	.....	158°	S 36x5	DS36x5	Buda DW6	6-3¾x5	33.7	Str.	G.	Con.	Dyn.	D. B-L.	B-L 55°	Spi.	Eat 41000.	R.	F.	A.	Eat.	Ross.	Van.	6300°
Sanford	W6-35	4	.....	180°	S 36x6	DS36x6	Buda BUS	6-4x5½	38.4	Str.	G.	Con.	Dyn.	D. B-L.	B-L 55.	Spi.	Eat 65000.	R.	F.	A.	.....	Ross.	Van.	8420°
Sanford	W6-50	5	.....	148	S 36x6	DS40x7	Buda BUS	6-4x5½	38.4	Str.	G.	Con.	Dyn.	D. B-L.	B-L 60.	Spi.	Tim 67700.	W.	F.	A.	.....	Ross.	Van.	9800
Saurer	5AD	5½	6000	Opt.	S 40x6‡	DS40x7‡	Own 5AD	4-4¼x7¾	29.3	Own.	G.	Sci.	Opt.	K. Own	Own 5AD.	Own.	Own 5AD.	B.	F.	B.	Own.	Own.	Own.	7500
Saurer		TT	6000	Opt.	S 40x6	DS40x7	Own	4-4¼x7¾	29.3	Own.	G.	Sci.	Opt.	K. Own	Own	Own.	Own	B.	F.	B.	Own.	Own.	Own.	7500
Selden	Pacemaker 24, 27	1¼	.....	142°	S 30x5	S 30x5	Con C12°	6°-3¼x4⅝	25.3°	Str.	G.	D-R.	D-R.	D. B-L.	B-L 31		Cla	B.	½.	A.	Shu.	Ross.	Van.	3680
Selden	Unit 34, 37	2	.....	142°	P 32x6°	P 32x6°	Con C12°	6°-3¼x4⅝	25.3°	Str.	G.	D-R.	D-R.	D. B-L.	B-L 31	Blo.	Cla 501.	B.	½.	.....	Shu.	Ross.	Van.	4000°
Selden	Unit 38	2	.....	148°	P 32x6	P 34x7	Con 8R	6-3⅜x4½	27.3	Str.	V.	D-R.	D-R.	D. B-L.	B-L 35.	U-P.	Cla 600.	B.	½.	.....	Shu.	Ross.	Van.	4530
Selden	Roadmaster 47	3	.....	165	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	Str.	V.	D-R.	ABos.	D. B-L.	B-L 35.		Cla 720.	S.	½.	A.	Shu.	Ross.	Van.	5500
Selden	Unit 53, 70	3, 3½	.....	165°	S 36x5°	DS36x5°	Con I4.	4-4½x5½	32.4	Str.	G.	Eis.	ABos.	D. B-L.	B-L.	Spi.	Tim.	W.	F.	A.	Tim.	Ross.	Std.	7200°
Selden	73	4	.....	168°	S 36x5‡	S 36x12	Con B5	4-4¾x6	36.1	Str.	G.	Eis.	ABos.	D. B-L.	B-L 55.	Spi.	Tim 6666.	W.	F.	A.	Tim.	Ross.	Std.	7720
Selden	60, 67	4	.....	165°	P 34x7	P 38x9°	Con 8T	6-4½x5¼	40.8	Str.	V.	D-R.	.....	D. B-L.	B-L.	Spi.	Eat.	R.	.....	A.	Shu.	Ross.	Van.	6550
Selden	Unit 90	5	.....	166	S 36x6	S 40x12	Con B7	4-5x6	40.1	Str.	G.	Eis.	ABos.	D. Det.	B-L 60-7.	Spi.	Tim 6760.	W.	F.	A.	Tim.	Ross.	Std.	9650
Selden	76	5	.....	170	P 36x8	DS36x6	Con 8T	6-1½x5¼	40.8	Str.	V.	D-R.	D-R.	D. B-L.	B-L 60.	Blo.	Tim	W.	F.	A.	Shu.	Ross.	Van.	8600
Safeway 6 Wheeler		4	.....	190	P 36x8	P 36x8	Con 15H	6-4½x5¾	48.6	Str.	V.	Eis.	N-E.	D. B-L.	B-L 60.	Spi.	Tim 65690D	W.	F.	E.	Tim.	Ross.	Budd	10000
Schacht		1	.....	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	Zen.	V.	ABos.	None.	D. Ful.	Ful GU-7.	Blo.	Wis.			A.	Shu.	Ross.	.....	.....
Schacht	H, J	1½, 2	.....	158°	S 34x5°	S 34x8°	Wis SU	4-4x5	25.6	Zen.	V.	ABos.	.....	D. Ful.	Ful GU-7.	Blo.	Wis 670D.	R.	F.	A.	Shu.	Ross.	Day.	5300°
Schacht	HS	2	.....	166	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	Zen.	V.	L-N.	L-N.	D. Ful.	Ful GU-7.	Blo.	Wis 670D.	R.	F.	A.	Shu.	Ross.	Budd	.....
Schacht	LO, LN	2½, 3, 3½	.....	160	S 36x5	S 36x12°	Wis RCU	4-4½x6	32.4	Zen.	G.	ABos.	.....	D. B-L.	Ful°	Spi.	Own	R.	F.	B.	Own.	Own.	Day.	7500°
Schacht		5, 7½	.....	168	S 36x7°	DS40x8°	Wis RBU°	4-5x6	40.0°	Zen.	G.	ABos.	None.	D. B-L.	Ful.	Spi.	Own	W.	F.	B.	Own.	Ross.	Day.	.....
Schacht	TT	5, 7	.....	130	S 36x5	S 36x10°	Wis RCU	4-4½x6	32.4	Zen.	G.	ABos.	None.	D. B-L.	Ful.	Spi.	Own	R.	F.	B.	Own.	Own.	.....	7200°
Schacht		13TT	.....	130	S 36x6	DS40x7	Wis RCU	4-4½x6	32.4	Zen.	G.	ABos.	None.	D. B-L.	Ful.	Spi.	Own	W.	F.	B.	Own.	Ross.	.....	9500
Schacht		15TT	.....	130	S 36x7	DS40x8	Wis RBU	4-5x6	40.0	Zen.	G.	ABos.	None.	D. B-L.	Ful.	Spi.	Own	W.	F.	B.	Own.	Ross.	.....	10000
Service	25H	1	.....	146	P 32x6	P 32x6	Buda WTU	4-3¾x5½	22.5	Zen.	V.	D-R.	D-R.	P. B&B	B-L 31.	M-E.	Tim 5620.	B.	F.	A.	Shu.	Ross.	Smi.	3900
Service	61	2½	.....	156°	S 36x4	S 36x10	Buda DW6	6-3¾x5	33.7	Zen.	V.	Eis.	D-R.	P. B&B	B-L 51.	Blo.	Tim 65600D	W.	F.	B.	Tim.	Ross.	Int.	6126
Service	81, 103	3½, 5	.....	173°	S 36x6°	S 40°x14°	Buda YBU-I.	4-4½x6	32.4	Str.	V.	Eis.	D-R.	P.B&B.	B-L 60-7.	Spi.	Tim.	W.	F.	A.	Tim.	Ross.	Int.	9350°
Service	61	TT	.....	127⅝	S 36x4	S 36x10	Buda EBU-I.	4-4½x5½	28.9	Str.	V.	Eis.	D-R.	P. B&B	B-L 51.	Spi.	Tim 6566.	W.	F.	A.	Tim.	Ross.	Int.	5785
Service	81, 103	TT	.....	131⅞	S 36x6	S 40°x14°	Buda YBU-I.	4-4½x6	32.4	Str.	V.	Eis.	D-R.	P. B&B	B-L 60.	Spi.	Tim.	W.	F.	A.	Tim.	Ross.	Int.	9150°
Standar	2½-3½K, 2½-3½KS	2½	.....	147°	S 36x5‡	S 36x8	Con K4	4-4½x5¼	27.2	Str.	G.	Eis.	ABos‡.	D. B-L.	B-L.	Spi.	Ti' 65600SP	W.	F.	A.	Tim.	Ross.	Day.	5488°
Standard	3½-5K, 3½-5KS	3½	.....	160°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	Str.	V.	Eis.	ABos‡.	D. B-L.	B-L.	Spi.	Ti' 66700SP	W.	F.	A.	Tim.	Ross.	Day.	7519°
Standard	5-7	5½	.....	165°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	Str.	V.	Eis.	ABos‡.	D. B-L.	B-L 60.	Spi.	Ti' 68700SP	W.	F.	A.	Tim.	Ross.	Day.	8700
Star	Four Com. Ch.	½	470	103	P 30x3½	P 30x3½	Con	4-3⅜x4¼	18.2	Til.	V.	A-L.	A-L.	P. Own	Own	Spi.	Own	S.	½.	A.	Own.	Own.	Hay.	1500
Star	Fleetruck	1	950	128	P 30x5	P 30x5	Con	6-2⅞x4¾	18.2	Til.	V.	A-L.	A-L.	P. Own	Own	Spi.	Sal	S.	½.	A.	Sal.	Gem.	Bim.	2365
Sterling	DD8-63	1½	.....	150	P 32x6	P 32x6	Own 6XL	6-3½x4½	29.4	Zen.	V.	L-N.	.....	D. B-L.	B-L 31.	Spi.	Tim 5620.	B.	F.	A.	Tim.	Ross.	Day.	3950
Sterling	DW14-64	3	.....	163	S 36x4	S 36x8	Own 6XK	6-3¾x4½	33.7	Zen.	V.	Eis.	L-N.	D. B-L.	B-L 51.	Spi.	Tim 65600.	W.	F.	B.	Tim.	Ross.	Hoo.	5625
Sterling	DC21-44	4	.....	160	S 36x5	S 36x12	Own CU	4-4⅝x5¾	30.6	Zen.	V.	Eis.	L-N.	D. B-L.	B-L 51.	Spi.	Own	C.	D.	D.	Tim.	Ross.	Hoo.	7080
Sterling	EW20-44	5	.....	174	S 36x5	S 40x10	Own DU	4-4½x6¼	32.4	Zen.	V.	Eis.	L-N.	D. B-L.	B-L 60.	Spi.	Tim 66700.	W.	F.	A.	Tim.	Ross.	Hoo.	7750
Sterling	DC25-64	6	.....	166	S 36x6	S 40x12	Own 6KU	6-4¼x4¾	43.3	Zen.	V.	Eis.	L-N.	D. B-L.	B-L 55.	Spi.	Own	C.	D.	D.	Tim.	Ross.	Hoo.	7680
Sterling	EW27-44	6	.....	174	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	Zen.	V.	Eis.	L-N.	D. B-L.	B-L 60.	Spi.	Tim 67700.	W.	F.	A.	Tim.	Ross.	Day.	9525
Sterlin	EC29-46, EC29-66a	7½	.....	182	S 36x6	S 40x14	Own 6AB°	6°-4½x5¾	48.5°	Zen.	V.	Eis.	L-N.	D. B-L.	Own	Spi.	Own	C.	D.	D.	Tim.	Ross.	Day.	10380°
Sterling	DW10T-5	TT	.....	148	S 36x4	S 36x8	Own CU	4-4⅜x5¾	.....	Zen.	V.	Eis.	.....	D. B-L.	B-L 51.	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Hoo.	4680
Sterling	EW159-7½, EW20T-10	TT	.....	148	S 36x6°	S 40x12°	Own DU	4-4½x6¼	.....	Zen.	V.	Eis.	.....	O. H-S.	B-L 60.	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Hoo.	8675°
Sterling	EWS24T-12	TT	.....	148	S 36x6	S 40x12	Own EU	4-5x6¼	.....	Zen.	V.	Eis.	.....	O. H-S.	B-L 60.	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Hoo.	9175
Sterling	EC20T-10	TT	.....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	.....	Zen.	V.	Eis.	.....	O. H-S.	Own	B.G.	Own	C.	D.	A.	Tim.	Ross.	Hoo.	8100
Sterling	ECS24T-12, EC28T-14	TT	.....	148	S 36x6	S 40x12	Own EU	4-5x6¼	.....	Zen.	V.	Eis.	.....	O. H-S.	Own	B.G.	Own	C.	D.	A.	Tim.	Ross.	Hoo.	8800°
Sterling	EC32T-16	TT	.....	148	S 36x6	S 40x14	Own EU	4-5x6¼	.....	Zen.	V.	Eis.	.....	O. H-S.	Own	B.G.	Own	C.	D.	A.	Tim.	Ross.	Day.	9825
Sterling	ECS0T-25	TT	.....	148	S 36x7	S 40x14	Own GU	4-5⅜x6¼	.....	Zen.	V.	Eis.	.....	O. H-S.	Own	B.G.	Own	C.	D.	A.	Tim.	Ross.	Day.	10250
Stewart	Buddy	¾	895	118	B30x5.25	B 30x5.25	Con	6-2⅞x4¾	19.8	Zen.	G.	D-R.	D-R.	P. Own.	Own	Own.	Own	B.	½.	A.	Own.	Gem.	Own.	2250
Stewart	Buddy	1	995	128	P 30x5	P 30x5	Con	6-2⅞x4¾	19.8	Zen.	G.	D-R.	D-R.	D. W-G	W-G.	Spi.	Sal	B.	½.	A.	Own.	Gem.	Cla.	2550
Stewart	16, 16X	1¼	.....	130	P 30x5	P 30x5	Lyc	6°-3¼x4½	25.3°	Zen.	G.	D-R.	D-R.	D. Ful.	Ful		Cla	B.	½.	A.	.....	Gem.	.....	2800°
Stewart	24X	1½	1795	145	P 30x5	DP30x5	Lyc	6-3¼x4½	25.3	Zen.	G.	D-R.	D-R.	D. Ful.	Ful		Cla	B.	½.	A.	.....	Ross.	.....	3650
Stewart	24	1½	1645	145	P 30x5	DP30x5	Lyc C4	4-4x5	25.6	Zen.	G.	D-R.	D-R.	D. Ful.	Ful LTU4.	Soi.	Cla B-501.	B.	¾.	B.	Col.	Ross.	Cla.	3550
Stewart	18X	2, 2½	2490	165	S 32x6	DS32x6	Lyc TF	6-3⅝x5	31.5	Str.	V.	D-R.	D-R.	D. Ful.	Ful.	U-P.	Tim	W.	F.	E.	Tim.	Ross.	Van.	5150
Stewart	25, 25X	2	1975	145	P 32x6	P 34x7	Lyc CT°	6°-3¼x4½	25.3°	Zen.	G.	D-R.	D-R.	D. Ful.	.....	U-P.	Tim	W.	F.	E.	Tim.	Ross.	Cla.	3850°
Stewart	19	3	33200	165	S 36x4	S 36x8	Lyc	6-3⅞x5	36.2	Zen.	V.	D-R.	D-R.	D. Ful.	Ful	Spi.	Tim	W.	F.	A.	SAl.	Ross.	Cla.	5290
Stewart	22	4	44200	165	S 36x5	S 36x12	Lyc	6-3⅞x5	36.2	Zen.	G.	D-R.	D-R.	D. Ful.	Ful.	Spi.	Tim	W.	F.	A.	Sal.	Ross.	Day.	6720
Stoughton	C, J	1, 1½	.....	140°	P 32°x6°	P 32°x6°	Own	4-3⅝°x5°	21.0°	Zen.	V.	ABos.	ABos.	D. B-L.	B-L 31.	Spi.	Col 54000.		¾.	A.	Col.	Ross.	Bim.	3250°
Stoughton	K	1½	.....	150	P 32x6	P 34x7	Con 12C	6-3¼x4⅝	25.3	Zen.	V.	A-L.	A-L.	D. B-L.	B-L 31.	Spi.	Tim	B.	¾.	A.	Tim.	Ross.	Bim.	.....
Stoughton	D	2	.....	140	S 36x4	S 36x7	Own	4-4½x5¼	27.2	Zen.	G.	ABos.	.....	D. B-L.	B-L 35.	The.	She W103.	W.	½.	A.	She.	Ross.	Bim.	4600
Stoughton	F	3	.....	156	S 36x5	DS36x5	Own	4-4½x5¼	27.2	Zen.	G.	ABos.	.....	D. B-L.	B-L 51.	The.	She W21.	W.	½.	.....	She.	Ross.	Bim.	5900
Stoughton	N	3	.....	168	S 36x5	DS36x5	Con 6B	6-3¾x5	33.7	Zen.	G.	ABos.	.....	D. B-L.	B-L 51.	Spi.	Tim	W.	¾.	A.	Tim.	Ross.	Bim.	.....
Studebaker		¾	925	113	B32x6.00	B32x6.00	Own	6-3⅜x4½	27.3	Str.	V.	D-R.	D-R.	P. Lon.	Own	Spi.	Own	S.	¾.	E.	Own.	Ross.	Hay.	2480
Traylor	B	1½	1800	140	S 34x3½	S 34x6	Buda WTU	4-3¾x5½	22.5	Zen.	G.	Spl.	West.	D. Cov.	Cov MUSC	M-E.	She W-1501.	W.	½.	A.	She.	Ross.	StM.	4300
Traylor	D	3	3400	150	S 36x4‡	S 36x8	Buda ETU	4-4¼x5½	28.9	Zen.	G.	Spl.	West.	D. M-E	Own D-4-U	M-E.	She W-21.	W.	½.	A.	She.	Ross.	StM.	5850
Traylor	F	5	4700	170	S 36x6	S 40x12	Buda YTU	4-4½x6	32.4	Zen.	G.	ABos.	West.	D. B-L.	B-L 60.	Spi.	She W-32.	W.	½.	A.	She.	Ross.	Smi.	8800

Truck Chassis—Continued

TRUCK MAKE AND MODEL	Tonnage	Price ($)	Wheelbase (Ins.)	TIRES TYPE & SIZE		ENGINE			FUEL		ELECTRICAL SYSTEM		Clutch	Gearset	Universal Make	REAR AXLE			Brakes Location	Front Axle Make	Steering Gear Make	Wheels Make	Weight (Lbs.)
				Front	Rear	Make and Model	No. of Cyls. Bore and Stroke (Ins.)	NACC H.P.	Carbureter	Feed Type	Ignition Make	Generator and Starter Make	Type and Make	Make and Model		Make and Model	Final Drive	Axle Type					
Twin City	BW	2½	2975	163½	S 36x‡	S 36x10‡	Own TW	4-4¼x6	28.9	Str.	V.	ABos.	N-E‡	P. B&B	Ful G7	Spi.	Cla 2B	I.	D.		Shu.	Ross.	Bim.	5625
Twin City	AW	3½	3750	168	S 36x6‡	S 40x12‡	Own TW	4-4¼x5	28.9	Str.	V.	ABos.	N-E	P. B&B	Ful H	Spi.	Tim 6666	W.	F.	A.	Tim.	Ross.	Smi.	7200
United	16, 16C6	1		120	P 32x4½	P 32x4½	Wau X°	4°-3½x4½	19.6°	Zen°	G°.	A-L.	A-L.	P. B&B	W-G	Blo.	Cla B365	B.	½	B.	Shu.	Han.		2400
United	20	1¼		130	P 30x5	P 30x5	Her OX	4-4x5	25.6	Zen.	G.	A-L.	A-L.	D. B-L	B-L 20B	Blo.	Cla B-365	B.	½	A.	Shu.	Ross.	Van.	2900
United	20C6	1¼		130	P 30x5	P 30x5	Con 11U	6-3¼x4⅝	25.3	Zen.	V.	A-L.	A-L.	D. B-L	B-L 20B	Blo.	Cla B-365	B.	½	A.	Shu.	Ross.		2900
United	30C6	1½		148	P 30x5	P 30x5	Con 8R	6-3⅝x4½	27.3	Zen.	V.	A-L.	A-L.	D. B-L	B-L 31	Blo.	Col 54000	S.	F.	A.	Shu.	Ross.	Van.	3600°
United	30, 32	1½,2		148	P 30x5	P 32°x6°	Her OX	4-4x5	25.6	Str.	G.	Eis.	A-L.	D. B-L	B-L 31	Blo.	Wis 4600°	R°	F.	A.	Shu.	Ross.	Van.	4000°
United	32C6, 50C6	2, 2½		153°	S 34°x4°	S 34°x8°	Con 6B	6-3¾x5	33.7	Zen.	V.	ABos.	A-L.	D. B-L	B-L 35	Blo.	Wis 6600°	R.	F.	A.	Shu.	Ross.	Van.	5000°
United	50, 40D	2½, 3		174	P 34x7°	P 34x7°	Her OX	4-4x5	25.6	Zen.	G.	Eis.	A-L.	D. B-L	B-L 35	Blo.	Wis 6600	R.	F.	A.	Shu.	Ross.	Van.	5200°
United	70, 70C6	3½		158	S 36x5	S 36x10	Con 7T°	6°-4½x5¼	40.8°	Zen°	V°.	ABos°	A-L.	D. B-L	B-L 55	Blo.	Wis 1400A.	R.	F.	A.	Shu.	Ross.	Van.	6400°
United	100	5, 5½		151	S 36x6	S 40x14	Her G	4-4¾x5¾	36.1	Zen.	G.	Eis.	A-L.	D. B-L	B-L 60	Blo.	Wis 1800	R.	F.	A.	Shu.	Ross.	Van.	8900
U.S.	U	1	1850	138	P 34x5	P 34x5	Buda WTU	4-3¾x5½	22.5	Str.	V.	A-L.	A-L.	D. B-L	B-L 31	Blo.	Cla B-501	D.	½	A.	Shu.	Han°	StM.	3400
U.S.	L, N	1½		148°	P 32x6°	P 34x7°	Buda HS°	6°-3⅜x4½	27.3°	Str.	V.	A-I.	A-L.	D. B-L	B-L 31	Blo.	Cla ID	I.	D.	A.	Shu.	Han°	Ind°.	4200°
U.S.	21, 20	2		Opt.	S 36x4	S 36x7°	Buda HS°	6°-3⅜x4½	27.3°	Str.	V.	A-L.	A-L.	D. B-L	B-L 35	Blo.	Tim 64660D	W.	½	A.	Shu.	Han°		4800°
U.S.	30, 31	3		156°	S 36x5	S 36x10	Buda EBU-I°	4°-4¼x5½	28.9°	Str.	V.	Spi.	A-L.	D. B-L	B-L 51	Blo.	Ti' 65700SP	W.	½	B.	Shu.	Han°	Day.	6000°
U.S.	40	4	4050	168°	S 36x6	S 36x12	Buda YBU-I.	4-4½x6	32.4	Str.	V.	Spi.	A-L.	D. B-L	B-L 55	Blo.	Ti' 66700SP	W.	F.	B.	Tim.	Han°	Day.	7900
U.S.	T	5½	4500	172°	S 36x6	DS40x6	Buda BTU	4-5x6½	40.0	Str.	V.	Eis.	A-L.	D. B-L	B-L 60	Blo.	Tim 68700S.	W.	½	B.	Shu.	Han°	Smi.	9700
Velie		1½	1395	134	P32x6.75	P 32x6.75	Own	6-3⅜x4⅝	24x4	Str.	V.	D-R.	D-R.	P. B&B	M.M. LU.	M.M	Col 35000	B.	½	E.	Col.	Ross.		3850
Valley	Dispatch	2½		160	P 32x6	DP32x6	Her OX	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D. Ful.	Ful SU12	Spi.	Wis 6600	R.	F.	A.	Shu.	Han°	Ind.	4940
Valley		3		Opt.	S 36x6	S 36x10	Her K	4-4¾x5¾	28.9	Str.	V.	D-R.	D-R.	D. Ful.	Ful GU	Spi.	Wis	R.	F.	A.	Shu.	Ross.	Opt.	6340
Victor	25	1¼		131	P 30x5	P 30x5	Her O	4-4x5	25.6	Zen.	V.	A-L.	A-L.	D. Cov.	Cov JUC.	Pic.	Col 54000	S.	¾	V.	Col.	Ross.		3000
Victor	40, 50	1½, 2		142°	S 34x4‡	S 34x7°	Her OX°	4-4x5	25.6	Zen.	G.	Eis.		D. Cov.	Cov.	U-M.	Wis.	R.	½°	A.	Shu.	Ross.	Smi.	4500°
Victor	60, 70	2½		162°	S 36x4‡	S 36x8‡	Her K°	4-4¼x5¾	28.9°	Zen.	G.	Eis.		D. Cov.	Cov.	U-M.	Wis.	R.	F.	A.	Shu.	Ross.	Smi.	5800°
Victor	80	3½		160	S 36x5‡	S36x10	Her L	4-4½x5¾	32.4	Zen.	V.	Eis.		D. Cov.	Co'RUP4C	U-M.	Wis. 1450.	R.	F.	A.	Shu.	Ross.	Smi.	7000
Victor	90	5½		164	S 36x7	S 36x14	Her G	4-4¾x5¾	36.1	Zen.	V.	Eis.		D. Cov.	Cov SB4	U-M.	Wis 1700	R.	F.	A.	Shu.	Ross.	Day.	8500
Wachusett	S	1		152	S 34x5	S 34x5	Con 8R	6-3⅜x4½	27.3	Zen.	V.	ABos.	ABos.	D. B-L	B-L 30	Spi.	Tim 5511	W.	¾		Tim.	Ross.	Smi.	3300
Wachusett	J	1½		148	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	Zen.	V.	ABos.	ABos.	D. B-L	B-L 35	Spi.	Tim 64600D	W.	¾		Tim.	Ross.	Smi.	3300
Wachusett	K	1½		154			Con K4	4-4½x5¼	27.2	Zen.	V.	ABcs.	ABos.	D. B-L	B-L 35	Spi.	Tim 6460	W.	F.		Tim.	Ross.		4800
Wachusett	L	TT		Opt.	P 40x8	DP40x8	Own 6	6-4½x5¾		Zen.	V.	Apo.	D-R.	Own.	Own	Own.	Own	R.	D.	E.	Own.	Ross.	Day.	8500
Walter	FH	2½		170	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	Zen.	V.	ABos.	ABos.	D. B-L	B-L 55	Spi.	Tim 6560	W.	F.		Tim.	Ross.	Smi.	5200
Walter	FHR	TT		Opt.	S 40x7	DS40x7	Own 6	6-4½x5¾		Zen.	V.	Apo.	ABos.	Own.	Own	Own.	Own	R.	D.	E.	Own.	Ross.	Day.	10000
Ward La France	2D	2½		Opt.	S 34x4	DS34x4‡	Wau V	4-4x5	25.6	Zen.	V.	Apo.	A-L°.	D. B-L	B-L 35	M.M	Tim 65600D	W.	F.	A.	Shu.	Ross.	Hoo.	5100
Ward La France	2B	3		Opt.	S 36x5	DS36x5	Wau CU	4-4¾x5¾	30.6	Str.	G.	Apo.	A-L.	D. B-L	B-L 51	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Day.	5900
Ward La France	2B6	3		Opt.	P 36x6	DP36x6	Wau 6KL	6-4x4¾	38.4	Zen.	V.	RBos.	A-L.	D. B-L	B-L 51	Spi.	Tim	W.	F.	B.	Shu.	Ross.	Van.	
Ward La France	4B	3½		Opt.	S 36x5	DS36x5	Wau DU	4-4½x6¼	32.4	Str.	G.	Apo.	A-L.	D. B-L	B-L 55	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Day.	6800
Ward La France	4B6	3½		Opt.	P 34x7	DP34x7	Wau 6QL°	6°-4x5¾	38.4°	Zen°.	V°.	RBos.	A-L.	D. B-L	B-L 55	Spi.	Tim Spec.	W.	F.	B.	Shu.	Ross.	Van.	7000
Ward La France	5B	5		Opt.	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	Str.	G.	RBos.	A-I‡.	D. B-L	B-L60 Max	Spi.	Tim Spec.	W.	F.	A.	Tim.	Ross.	Day.	7900
Ward La France	7B	5½		Opt.	S 36x6	DS40x7	Wau GU	4-5⅝x6¼	46x2	Str.	G.	RBos.	A-I‡.	D. B-L	B-L60 Max	Spi.	Tim Spec.	W.	F.	A.	Tim.	Ross.	Day.	9500
Ward La France	5B6, 7B6	5, 5½		Opt.	S 36x7°	DS40x8°	Wau 6AL	6-4½x5¾	48.6	Zen.	V.	RBos.	A-I‡.	D. B-L	B-L60 Max	Spi.	Tim Spec.	W.	F.	B.	Tim.	Ross.	Day.	9575°
White	15B	1	1545	133½	P 30x5	P 30x5	Own GKA	4-3⅜x5⅛	22.5	Zen.	V.	L-N.	L-N.	P. Own.	Own 15	Spi.	Own 15B.	S.	½	A.	Own.	Own.	Own.	3242
White	20A	1½	2125	145½	P 34x5	DP34x5	Own GKA	4-3⅜x5⅛	22.5	Zen.	V.	L-N.	L-N.	P. Own.	Own 20A	Spi.	Own 20A.	R.	½	A.	Own.	Own.	Own.	4412
White	57, 56	1¼, 2		165°	S°36x4‡	S°36x7‡	Own GRC	4-4x5¾	25.6	Zen.	V.		L-N‡.	P. Own.	OwnGRBB	Spi.	Own	S.	½	B°.	Own.	Own.	Own.	5157°
White	51A	2½	3750	170°	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P. Own.	OwnGRBA	Spi.	Own 51A	S.	½	B.	Own.	Own.	Own.	6256
White	55, 52	3½, 5		174°	S 36x6°	S°40x12°	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P. Own.	OwnGRBA	Spi.	Own	R.	F.	B.	Own.	Own.	Own.	9194°
White	55	5	4770	174°	S 36x6‡	DS40x6	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P. Own.	OwnGRBA	Spi.	Own	R.	F.	B.	Own.	Own.	Own.	
White	52T	TT	4700	129	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P. Own.	Own	Spi.	Own	R.	F.	B.	Own.	Own.	Own.	8126
White	52	5½	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P. Own.	Own	Spi.	Own	R.	F.	B.	Own.	Own.	Own.	9184
White	51A	TT	3800	134	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	Zen.	V.		L-N‡.	P. Own	Own 2B	Spi.	Own	S.	½	B.	Own.	Own.	Own.	
Willys-Knight	T-100	1		130	P 30x5	P 30x5	Own	6-2⅛x3⅞	20.7	Til.	V.	A-L.	A-L.	P. B&B	Own	M.M	Tim	S.	½	E.	Own.	Own.	M.M	2700
Witt-Will	NN	1½	2575	144	S 34x3½	S 34x6	Con S4	4-4¼x4½	28.9	Zen.	G.	Eis.	None	D. B-L	B-L 35	Spi.	Tim 6462D	W.	½	A.	Tim.	Ross.	Arc.	4300
Witt-Will	P	2	2785	168°	S 34x4	S 34x7	Con S4	4-4¼x4½	28.9	Zen.	G.	Eis.	None	D. B-L	B-L 35	Spi.	Tim 6462D	W.	½		Tim.	Ross.	Arc.	4600
Witt-Will	S, SS	2½, 3		168°	S 36x4‡	S 36x10°	Con K4	4-4½x5¼	27.2	Zen.	V.	Eis.	ABos.	D. B-L	B-L 51	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Arc.	5700
Witt-Will	L	3½	4200	156°	S 36x5	S 40x10	Con L4	4-4½x5½	32.4	Zen.	V.	Eis.	ABos.	D. B-L	B-L	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Smi.	7750°
Witt-Will	A, AS	4,5,5½		172°	S 36x6	DS40x7°	Con B5	4-4¾x6	36.1	Zen.	G.	Eis.	ABos.	D. B-L	B-L60 Max	Spi.	Tim	W.	F.	A.	Tim.	Ross.	Day°	9500
Woods	18B, 18BC	1¼		129°	P 30x5	P 32x6	Buda WTU	4-3¾x5½	22.5	Zen.	V.	D-R.	D-R.	D. B-L	B-L 31	Spi.	Tim 5620	B.	F.	A.	Shu.	Ross.	Bim.	3200°
Woods	31B4, 31B6	1½		154	P 32x6	P 34x7	Buda HS-6°.	6°-3⅝x4½	27.3°	Zen.	V.	D-R.	D-R.	D. B-L	B-L 35	Spi.	Tim 5620	B.	F.	A.	Shu.	Ross.	Bim.	4200°
Woods	36W4, 51W4	2, 2½		160°	S 36x5°	S 36x10°	Buda KBU-I	4-4x5¼	25.6	Zen.	V.	ABos.		D. B-L	B-L.	The.	Tim	W.	F.	A.	Shu.	Ross.	Bim°	5700°
Woods	56W4	3		160	S 36x5	S 36x10	Buda YTU	4-4½x6	32.4	Zen.	V.	ABos.		D. B-L	B-L 55	The.	Tim 65700D	W.	F.	A.	Shu.	Ross.	Bim.	6500°
Yellow Cab	O6	¾	1295	109	P 30x5	P 30x5	Buick Std	6-3⅛x4½	23.4	Mar.	V.	D-R.	D-R.	D. B-L	Mun	Spi	Tim 5515	B.	½	B.	Tim.	Ross.	Mot.	2500
Yellow Cab	T1, T-1	1		150°	S 33x5	S 33x5	Con V4	4-3¾x5	22.5	Zen.	V.	ABos.	N-E.	D. B-L	B-L 35	Spi.	Tim 5516	B.	½	B.	Tim.	Gem.	Mot.	3210
Yellow Coach	X	2½		210	P 32x6	DP32x6	Yell	6-3⅛x4½	29.3	Zen.	V.	N-E	N-E.		B-L755XX	Spi.	Tim 5610	B.	½	E.	Tim.	Ross.		
Yellow Coach	Z	4		230	P 38x7	DP38x7	Yell	6-4½x5½	43.3	Zen.	V.	N-E	N-E.		B-L811XX	Spi.	Tim 66210	W.	½		Tim.	Ross.		8155
Yellow Knight	T2	1	1095	124	P 30x5	P 32x6	Yel V	4-3⅞x5	18.9	Zen.	G.	N-E	N-E.	P. B&B	Mun T23.	Thei.	Tim5310-21	S	⅛	A.	Tim.	Gem.	Mot.	2605

ABBREVIATIONS:

Wheelbase
*More than one wheelbase furnished.

Tires
B—Balloon.
P—Pneumatic.
DP—Dual pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
‡—Pneumatics can be furnished at extra cost.

Engine
Buda—Buda Co.
Con—Continental Motor Corp.
HaS—American Car & Foundry Co.
Her—Hercules Motor Corp.
Kni—Yellow Sleeve V. E. Wks.
Lyc—Lycoming Motor Corp.
Wau—Waukesha M. Co.
Wis—Wisconsin M. Mfg. Co.
Yell—Yellow Sleeve V. E. Wks.

Fuel System
B.B.—Penberthy Injector Co.
Car—Carter Carburetor Co.
G—Gravity.
Hol—Holley Car Co.
Joh—Johnson Co.
Mar—Marvel Carbureter Co.
P—Pressure.
Sch—Wheeler Schebler Car. Co.
Ste—Detroit Lubricator Co.
Str—Stromberg Motor Devices Co.
Til—Tillotson Mfg. Co.
V—Vacuum.
Zen—Zenith-Detroit Corp.

Electric System
‡—Generator and Starter at Extra cost.
†—Starter not supplied. Generator at extra cost.
*—Starter at extra cost.
ABos—Am. Bosch Magneto Co.
A-L—Electric Auto-Lite Corp.
Apo—Apollo Magneto Corp.
Con—Connecticut Telephone and Electric Co.
DJ—DeJon Elec. Corp.
D-R—Delco-Remy Co.
Dyn—Owen Dyneto Corp.
Eis—Eisemann Magneto Corp.
Exi—Electric S. B. Co.
G&D—Gray and Davis.
Gou—Gould S. B. Co.
L-N—Leece-Neville Co.
N-E—North East Elect. Co.
Non—Not Supplied.
Pol—Prest-O-Lite Co.
RBos—Rob. Bosch Magneto Co.
Sci—Scintilla Magneto Co.
Spl—Splitdorf Electrical Co.
USL—U. S. Light and Heat Corp.
Ves—Vesta Battery Corp.
Wes—Westinghouse E. and M. Co.
Wil—Willard S. B. Co.

Clutch and Gearset
†—Auxiliary two speed Trans. optional.
B&B—Borg and Beck Co.
B-L—Brown-Lipe Gear Co.
Cot—Cotta Trans. Corp.
Cov—Covert Gear Co.
Det—A. J. Detlaff Co.
D-G—Detroit Gear and Mach Co.
D—Disk.
Ful—Fuller and Sons Mfg. Co.
H-S—Merchant and Evans Co.
K—Cone.
Lon—Long Mfg. Co.
M-E—Merchant and Evans Co.
M.M.—Mechanics Machine Co.
Mun—Muncie Gear Works.
O—Disk in Oil.
P—Plate.
Roc—Rockford Drill. Machine Co.
W-G—Warner Gear Co.
Yell—Yellow Sleeve V. E. Wks.

Universal
B.G.—Universal Machine Co.
Blo—Blood Bros. Machine Co.
M-E—Merchant and Evans Co.
M.M.—Mechanics Machine Co.
Pet—Cleveland Universal Parts Co.
Pic—Pick Mfg. Co.
Spi—Spicer Mfg. Co.
The—Thermoid Rubber Co.
Thei—Almetal Univ. Joint. Co.
U-M—Universal Machine Co.
U-P—Universal Products Co.

Front and Rear Axles
½—Semi-Floating.
¾—Three-quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
C—Chain.
D—Dead.
Eat—Eaton Axle Co.
F—Floating.
I—Internal Gear.
P—Spur Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co.
She—Sheldon Axle and Spring Co.
Shu—Shuler Axle Co., Inc.
Std.—Standard Parts Co.
Tim—Timken Det. Axle Co.
Tor—Eaton Axle and Spring Co.
W—Worm.
Wis—Wisconsin Parts Co.

Brake
A—Rear Wheel Only.
B—Driveshaft and Rear Wheels.
C—6 Wheel Brakes.
D—Jackshaft and Rear Wheels.
E—4 Wheels Brake.

Steering Gear
CAS—Columbus G & P Co.
D-G—Detroit Gear and Mach. Co.
Dod—Dodge Bros. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Products Co.
Ross—Ross Gear and Tool Co.
Woh—Wohlrab Gear Co.

Wheels
Arc—Archibald Wheel Co.
Bet—Bethlehem Steel Co.
Bim—Binel S. and A. Wheel Co.
Budd—Budd Wheel Co.
Cal—California Steel Wheel Corp.
Cla—Clark Equip Co.
Day—Dayton Steel Foun. Co.
Hay—Kelsey-Hayes Wheel Co.
Hoo—Hoopes Bro. and Darlington.
Ind—Indestructible Wheel Co.
Int—Mathews Steel Foundry Co.
Jon—Phineas, Jones & Co.
K-B—Kay Brunner Steel Co.
Mot—Motor Wheel Corp.
M.M.—Michigan Malleable Iron Co.
Pru—Prudden Wheel Co.
Smi—Smith Wheel, Inc.
StM—St. Marys W. and S. Co.
Std.—Standard Wheel Co.
Van—Wheel Corp.
Van Metal Wheel Div., Erie Malleable Iron Co.

Continental Gasoline

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Tire Size and Type: Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Fuel System: Carburetor Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. Fwd. Speeds	Gearset: Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Brakes: Hand Type and Location	Steering Gear Type	Wheels Type
FRENCH																										
Aries	4	161	65	S1000x130	S970x160	4-3.54x5.90	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	Ch.	R.	T.	WS.	CS.
Aries	5	161	65	S1000x130	S970x160	4-3.93x	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	Ch.	R.	T.	WS.	CS.
Barron-Vialle	3½	163	68	P955x155	P1025x185	4-4.33x5.51	L.	2	Pin.	Pre.	Pu.	Zen.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	Sp.	T.	R.	WS.	Disk.
Barron-Vialle	5	163	68	P1025x185	P1025x185d	4-4.33.5.51	L.	2	Pin.	Pre.	Pu.	Zen.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Disk.
Berliet	1	132	55	P835x135	P835x135	4-2.55x4.40	L.	4	Pin.	Pu.	Th.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Wo.	FR.	R.	WS.	Disk.
Berliet	1¼	150	64	D835x135	P835x135d	4-3.14x5.11	L.	4	Pin.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	FR.	R.	WW.	Disk.
Berliet	1¾	185	66	P855x155	P855x155d	4-3.34x4.72	L.	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	R.	WW.	Disk.
Berliet	2½	181	66	P855x155	P855x155d	4-3.74x5.51	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	DR.	FR.	R.	WW.	Disk.
Berliet	3	166	71	P1025x185	P1025x185d	4-4.33x5.51	L.	4	Ch.	Pre.	Pu.	Own.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	DR.	FR.	R.	WW.	Disk.
Berliet	5	168	70	S950x140	S1030x160d	4-4.33x5.51	L.	2	Ch.	Pre.	Pu.	Own.	G.	M.	Opt.	Opt.	MD.	Sep.	4	C.	Fab.	Ch.	R.	T.	WW.	CS.
Berliet	5	169	71	P955x155	P955x155d	4-4.33.5.51	L.	2	Ch.	Pre.	Pu.	Own.	G.	M.	Opt.	Opt.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WW.	Disk.
Bernard	1½	141	59	P890x140	P890x140	4-2.95x5.11	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Fab.	DR.	FR.	R.	WS.	Disk.
Bernard	2	153	59	P855x155	P855x155	4-3.14x5.51	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	DR.	FR.	R.	WS.	Disk.
Chenard-Walcker	1½	112	52	P765x105	P765x105	4-2.71x3.93	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Sp.	T.	R.	WS.	Disk.
Chenard-Walcker	5	90	56	P895x135	P895x135d	4-3.14x5.90	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	8	R.	Met.	IG.	T.	R.	WS.	Disk.
Citroen	½	113	48	P13x45	P13x45	4-2.75x3.93	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Sp.	FR	R.	WS.	Disk.
Citroen	1	120	48	P15x50	P15x50	4-2.75x3.93	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Sp.	FR	R.	WS.	Disk.
Classic	½	116	53	P765x105	P765x105	4-2.83x4.72	L.	4	Ch.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	Sp.	FR	R.	WS.	Disk.
Classic	1	130	53	P820x120	P820x120	4-2.95x4.72	L.	4	Ch.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	Sp.	FR	R.	WS.	Disk.
Classic	1½	149	53	P820x120	P820x120d	4-2.95x4.72	L.	4	Ch.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	DR	Fr	T.	WS.	Disk.
Classic	2	149	61	P855x155	P855x155	4-3.34x5.11	L.	4	Ch.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	DR.	FR.	T.	WS.	Disk.
Classic	2½	169	60	P855x155	P855x155d	4-3.34x5.11	L.	4	Ch.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	DR.	FR.	T.	WS.	Disk.
De Dion Bouton	1	129	54	P835x135	P835x135	4-2.75x4.72	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Sp.	R.	T.	WS.	Disk.
De Dion Bouton	2½	146	63	P895x135	P895x135	4-3.54x5.51	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Be.	FT.	R.	WS.	Disk.
De Dion Bouton	2½	168	63	P895x135	P895x135	4-3.74x5.51	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Be.	FT.	R.	WS.	Disk.
De Dion Bouton	3½	178	71	P955x155	P955x155d	4-3.93x5.51	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	Met.	Be.	T.	R.	WS.	Disk.
De Dion Bouton	5	178	72	P1025x185	P1025x185d	4-4.33x5.90	L.	2	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	Met.	Be.	T.	R.	WS.	Disk.
Delahaye	1½	124	52	P835x135	P835x135d	4-2.75x4.72	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	T.	R.	WS.	Disk.
Delahaye	2½	143	65	P895x135	P895x135d	4-3.34x5.11	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Be.	FR.	FR.	SN.	Disk.
Delahaye	3¼	143	65	P855x155	P955x155d	4-3.34x5.11	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Be.	FR.	FR.	SN.	Disk.
Delahaye	3¼	169	65	P855x155	P855x155d	4-3.93x6.29	L.	4	Pin.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Be.	FR.	FR.	SN.	Disk.
Delahaye	4	169	66	P1025x185	P1025x185d	4-3.93x6.29	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN.	Disk.
Delahrye	5	169	66	P1025x185	P1025x185d	4-3.93x6.29	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN.	Disk.
Dewald	5	132	69	S850x120	S950x140d	4-4.33x5.90	L.	2	Pin.	Pre.	Pu.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Wood.
Dewald	7	132	69	S850x160	S970x180d	4-4.33x5.90	L.	2	Pin.	Pre.	Pu.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Wood.
Dewald	10	140	69	S920x180	S970x200d	4-4.33x5.90	L.	2	Pin.	Pre.	Pu.	Zen.	G.	M.	No.	No.	Co.	Sep.	4	R.	Met.	Ch.	T.	R.	WS.	Wood.
Donnet	1	126	54	P835x135	P835x135	4-2.95x4.72	L.	4	Pin.	Pre.	Th.	Coz.	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Fab.	Be.	FT.	R.	WS.	Disk.
Hurtu	1	115	53	P820x120.	P820x120	4-2.99x5.11	L.	4	Ch.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Be.	FR.	FR.	WW.	Disk.
Laffly	2½	138	55	P855x155	P855x155d	4-3.54x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	R.	SN.	Disk.
Laffly	3	153	60	P855x155	P855x155d	4-3.54x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	R.	SN.	Disk.
Latil	1½	137	59	P955x155	P955x155	4-3.34x5.51	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	IG.	R.	T.	WS.	Disk.
Latil	Trac	90	59	P955x155	P955x155	4-3.34x5.51	L.	4	Pin.	Pre.	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Eng.	4	C.	Met.	IG.	R.	T.	WS.	Disk.
Latil	2	153	64	P1025x185	P1025x185	4-4.12x5.51	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Opt.	Opt.	Co.	Eng.	4	C.	Met.	IG.	R.	T.	WS.	Disk.
Latil	3	123	68	P1085x185	P1085x185	4-4.12x5.51	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	No.	No.	Co.	Eng.	4	C.	Met.	IG.	R.	T.	WS.	Disk.
Latil	10	136	67	S1000x140	S1000x140d	4-4.12x5.51	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	No.	No.	SP.	Eng.	4	C.	Met.	EG	R.	T.	WS.	CS.
Licorne	1½	134	55	P820x120	P835x135	4-2.63x4.72	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	R.	R.	WS.	Disk.
Licorne	2½	147	59	P895x135	P895x135	4-2.95x5.11	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	T.	R.	WS.	Disk.
Licorne	3½	155	66	P955x155	P955x155d	4-3.34x5.11	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	T.	R.	WS.	Disk.
Mathis	¼	104	46	P11x45	P11x45	4-2.36x4.11	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	FR.	R.	WS.	Disk.
Mathis	½	115	49	P13x45	P13x45	4-2.75x4.13	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	FR.	R.	WS.	Disk.
Mathis	1	122	51	P15x50	P30x5	4-2.75x4.13	L.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	FR.	R.	WS.	Disk.
Panhard Levassor	1½	128	54	P835x125	P835x135	4-2.63x4.13	Sl.	4	Ch.	Spl.	Th.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	FR.	SN.	Disk.
Panhard Levassor	1½C	128	55	P855x155	P855x155	4-2.95x5.11	Sl.	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	FR.	SN.	Disk.
Panhard Levassor	2½	142	62	P895x135	P895x135d	4-2.95x5.11	Sl.	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	FR.	SN.	Disk.
Panhard Levassor	2½C	146	62	P895x135	P895x135d	4-3.34x5.51	Sl.	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	FR.	SN.	Disk.
Panhard Levassor	4½C	161	72	P1025x185	P1025x185d	4-4.13x5.51	Sl.	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	FR.	SN.	Disk.
Panhard Levassor	5	161	72	P1025x185	P1025x185d	4-3.34x5.51	Sl.	4	Ch.	Spl.	Pu.	Own.	P.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Be.	FR.	FR.	SN.	Disk.
Peugeot	1¼	124	49	P775x145	P30x5	4-2.75x4.13	L.	4	Ch.	Spl.	Th.	Sol.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	FR.	R.	SN.	Disk.
Renault	¼	104	45	P715x115	P715x115	4-2.28x3.54	L.	4	Pin.	Pre.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	Sp.	FR.	R.	WS.	Disk.
Renault	¾	119	56	P775x145	P775x145	4-2.95x4.72	L.	4	Pin.	Pre.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	Sp.	FR.	R.	WS.	Disk.
Renault	2	149	60	P835x135	P835x135d	4-2.95x4.72	L.	4	Pin.	Pre.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	Sp.	FR.	R.	WS.	Disk.
Renault	3	155	66	P1025x125	P1025x125d	4-3.93x6.29	L.	2	Pin.	Pre.	Th.	Own.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	Met.	DR.	FR.	R.	WS.	Disk.
Renault	5	164	P1	025x185	P1025x185d	4-3.93x6.29	L.	2	Pin.	Pre.	Th.	Own.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	Met.	IG.	FR.	R.	WS.	Disk.
Renault 6-wheel	2	139	56	P775x145	P775x145	4-2.95x4.72	L.	4	Pin.	Pre.	Th.	Own.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C	Met.	Sp.	FR.	R.	WS.	Disk.
Rochet-Schneider	1½	145	58	P855x155	P855x155	4-3.14x4.72	L.	4	Pin.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Be.	FR.	R.	WS.	Disk.
Rochet-Schneider	2½	164	65	P955x155	P955x155d	4-3.74x5.51	L.	4	Pin.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	Be.	T.	R.	WS.	Disk.
Saurer	2	149	60	P895x135	P895x135d	4-3.54x5.90	L.	4	Pin.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Be.	R.	FR.	SN.	Disk.
Saurer	3	177	64	P955x155	P955x155d	4-3.93x7.08	L.	4	Pin.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Be.	R.	FR.	SN.	Disk.
Saurer	5	186	64	P1085x185	P1085x185d	4-3.93x7.08	L.	4	Pin.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Be.	R.	FR.	SN.	Disk.
Saurer	5	236	64	P1085x185	P1085x185d	4-4.33x7.08	L.	4	Pin.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Be.	R.	FR.	SN.	Disk.
Scemia	4	172	69	P985x205	P985x205d	4-3.93x6.29	L.	4	Pin.	Pre.	Th.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	IG.	FR.	R.	WS.	Disk.
Scemia	4½	236	69	P36x7	P36x7	4-4.33x6.29	L.	2	Pin.	Pre.	Th.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	IG.	FR.	R.	WS.	Disk.
Scemia 14 pas.		173	67	P835x135	P835x135d	4-3.34x5.51	L.	4	Pin.	Pre.	Th.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	FR.	R.	WS.	Disk.
Scemia 6-wheel 32 pas.		236	69	P34x7	P34x7	4-2.95x4.72	L.	4	Pin.	Pre.	Th.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Sp.	FR.	R.	WS.	Disk.
Unic	1	121	55	P17x50	P17x50	4-2.85x4.72	L.	4	Ch.	Pre.	Pu.	Viel.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Sp.	FR.	R.	WW.	Disk.
Unic	1½	144	60	P895x135	P895x135d	4-3.14x5.11	L.	4	Ch.	Pre.	Pu.	Viel.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Fab.	DR.	T.	R.	WS.	Disk.
Unic	2	141	62	P895x135	P895x135d	4-3.14x5.11	L.	4	Ch.	Pre.	Pu.	Viel.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	R.	WS.	Disk.
Unic	2½	173	65	P955x155	P955x155d	4-3.34x5.51	L.	4	Ch.	Pre.	Pu.	Viel.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	R.	WS.	Disk.
Vermorel	¾	117	51	P775x145	P775x145	4-2.75x4.33	I.	4	Pin.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	FR.	R.	WS.	Disk.
Vermorel	1	120	55	P835x135	P835x135	4-2.75x4.33	I.	4	Pin.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Sp.	FR.	T.	WS.	Disk.
BELGIAN																										
Bovy	1½	144	58	P32x6	P32x6	4-3.34x5.32	F.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Fab.	DR.	FR.	FR.	SN.	Disk.
Bovy	2	144	58	P855x155	P855x155d	4-3.34x5.32	F.	4	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	DR.	FR.	FR.	SN.	Disk.
Bovy	3	144	58	P910x210	P910x210d	4-4.33x7.08	F.	2	Pin.	Pre.	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	DR.	FR.	FR.	SN.	Disk.
Bovy	4	196	64	P34x7	P34x7d	6-3.62x4.72	F.	3	Pin.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	DR.	FR.	FR.	SN.	Disk.
Bovy 25 pas.		182	58	P32x6	P32x6d	4-3.62x5.31	F.	6	Pin.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	DR.	FR.	FR.	SN.	Disk.
Bovy. 32 pas.		196	64	P34x7	P34x7d	6-3.62x4.72	F.	6	Pin.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	DR.	FR.	FR.	SN.	Disk.
Brossel	2½	157	63	P855x155	P855x155d	4-3.54x5.90	L.	4	Pin.	Pre.	Th.	Zen.	G.	M.	Opt.	Opt.	MD.	Sep.	4	C.	Fab.	Wo.	FR.	R.	WS.	Disk.
Brossel	4	186	64	P930x230	P930x230d	4-3.93x5.90	L.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Opt.	Opt.	MD.	Sep.	4	C.	Fab.	Wo.	FR.	R.	WS.	Disk.
Dasse	2	137	55	P855x155	P855x155d	4-3.34x4.82	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	R.	Fab.	Wo.	T.	R.	WS.	Disk.
Dasse	Bus	182	58	P32x6	P32x6d	6-3.34x4.33	L.	6	Pin.	Pre.	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	FR.	R.	WS.	Disk.
Miesse	1½	127	59	P855x155	P855x155	4-2.95x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Miesse	2	127	59	P855x155	P855x155d	4-2.95x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.

Truck Chassis

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION: Wheelbase (In.)	Track (In.)	Tire Size and Type: Front (m.m. or inches)	Rear (m.m. or inches)	ENGINE: No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Fuel System: Carburetor Make	Fuel Feed	ELECTRICAL SYSTEM: Current Source	Starter Fitted?	Generator Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	RUNNING GEAR: Brakes: Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels Type
BELGIAN—Cont.																										
Miesse	2¾	127		57P835x135	P835x135d	4-2.95x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Miesse	2½	157		57P835x135	P835x135d	4-2.95x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Miesse	3¼	157		57P835x135	P835x135d	4-2.95x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Miesse	4½	167		69P855x155	P855x155d	4-3.14x5.11	I.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Miesse	7	203		78P1025x185	P1025x185	8-3.14x5.11	I.	8	Pin.	Pre.	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Minerva	2	145		65P935x135	P935x135d	4-3.54x5.51	Sl	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	FR.	R.	CL.	Disk.
Minerva	3	169		69P36x6	P36x6d	4-3 54x5.51	Sl	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	FR.	R.	CL.	Disk.
Minerva	3	185		69P36x6	P36x6d	4-3.54x5.51	Sl	4	Ch.	Pre.	Pu.	Zen	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	FR.	R.	CL.	Disk.
Minerva	Bus	175		66P36x6	P36x6d	4-4.33x5.51	Sl	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	R.	CL.	Disk.
Minerva	Bus.	210		66P38x7	P38x7d	4-4.33x5.51	Sl	4	Ch.	Pre.	Pu.	Zen,	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	R.	CL.	Disk.
Minerva	5	170		66P40x8	P40x8d	4-4.33x5.51	Sl	4	Ch.	Pre.	Pu.	Zne,	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	R.	CL.	Disk.
Pipe	2½	165		63P855x155	P855x155	4-3.93x7.08	L.	4	Pin.	Pre.	Th.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Pipe	3	171		67P1025x185	P1025x185d	4-4.33x5.51	Sl	4	Pin.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	FR.	R.	WS.	Disk.
Pipe	5	168		65P1025x185	P1025x185d	4-4.72x6.29	I.	4	Pin.	Pre.	Pu.	Zen.	G.	M.	Opt.	Opt.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Pipe (tractor)	10	....		63P1025x185	P1025x185d	4-4.72x6.29	I.	4	Pin.	Pre.	Pu.	Zen.	G.	M.	Opt.	Opt.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Pipe (tractor)	20	....		63P1025x185	P1025x185d	6-4.72x6.29	I.	2	Pin.	Pre.	Pu.	Zen.	G.	M.	Opt.	Opt.	MD.	Sep.	5	C.	Met.	DR.	FR.	R.	WS.	Disk.
ITALIAN																										
Fiat	¼	100		48P715x115	P715x115	4-2.24x3.81	L.	4	Ch.	Pre.	Th.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	FR.	R.	WS.	HS.
Fiat	¾	108		55P820x120	P820x120	4-2.55x4.33	L.	4	Pin.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	R.	Fab.	Wo.	FR.	R.	WS.	HS.
Fiat	1¼	120		56P835x135	P835x135	4-2.95x5.11	L.	4	Pin.	Pre.	Pu.	Own.	P.	M.	Yes.	Yes.	MD.	Eng.	4	R.	Met.	Sp.	FR.	R.	WS.	Disk.
Fiat	2	137		60P895x135	P895x135	4-3.95x5.11	L.	4	Pin.	Pre.	Pu.	Own	P.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	R.	R.	WS.	Disk.
Fiat 26 pas.		177		63P955x155	P955x155d	6-2.95x5.11	L.	6	Pin.	Pre.	Pu.	Own.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Wo.	FR.	R.	WS.	Disk.
Lancia	2	166		64P955x155	P955x155d	4-4.33x5.11	L.	4	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	Be.	FT.	R.	WS.	Disk.
Lancia	Bus	201		73P985x205	P985x205d	6-3.93x5.90	I.	6	Pin.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Be.	FR.	R.	WS.	Disk.
Spa	3	177		62P955x155	P955x155d	4-3.93x5.51	L.	4	Pin.	Pre.	Pu.	Zen.	P.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	T.	WS.	Disk.
Spa	5	157		65P1025x185	P1025x185d	4-3.93x5.51	L.	4	Pin	Pre.	Pu.	Zen	P.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	T.	WS.	Disk.
GERMAN																										
Adler L9	1½	118		56P30x5	P30x6	4-3.11x4.64	L.	4	Ch.	Pre.	Pu.	Sol.	V.	B.	Yes	Yes	Co.	Eng.	4	C.	Met.	Wo	FR.	T.	SN	Disk.
Adler	2½	161		58P32x6	P32x6d	4-3.94x5.90	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes	SP.	Sep.	4	R.	Met.	DR.	FR.	T.	SN	CS.
Adler	3½	161		61S930x120	S1030x140d	4-4.33x6.15	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	DR.	R.	T.	SN	CS.
Ansbach	5	239		69P36x8	P36x8	6-3.70x6.61	L.	6	Ch.	Pre.	Pu.	May.	V.	m b	Yes	Yes.	SP.	Eng.	4	C.	Met.	DR.	FR.	R.	SN	CS.
Brennabor AT10/45	1½	156		56P30x6.75	P30x6.75	6-2.75x4.37	L.	6	He.	Pre.	Pu.	Pal.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	FR.	T.	SN	Wood.
Brennabor P20	1½	152		53P820x120	P820x120	4-3.15x4.09	L.	4	Sp.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FT.	R.	WS.	Wood.
Brennabor P10	¾	124		53P820x120	P820x120	4-3.15x4.09	L.	4	Sp.	Pre.	Th.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FT.	R.	WS.	Wood.
Buessing VG	7	204		71S1000x170	S1000x170d	6-4.33x5.90	I.	2	Sp.	Pre.	Pu.	Meco.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	CS.
Buessing 6-wheel C4	7½	269		75P40x10	P40x10	6-4.52x5.90	I.	2	He.	Pre.	Pu.	Meco	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FR.	FR.	WS.	CS.
Buessing 6-wheel D2	7½	269		75P40x10	P40x10	6-4.92x6.29	I.	2	He.	Pre.	Pu.	Meco.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FR.	FR.	WS.	CS.
Buessing IVGn	6	186		72S990x160	S985x150d	6-4.33x5.90	I.	2	Sp.	Pre.	Pu.	Meco.	Opt.	M.	Yes.	Yes.	Co.	Sep.	4	Opt.	Met.	DR.	T.	R.	WS.	CS.
Buessing IIIGE	4½	173		62S970x130	S985x150d	4-4.52x5.90	I.	2	Sp.	Pre.	Pu.	Meco.	Opt.	M.	Yes.	Yes.	Co.	Sep.	4	Opt.	Met.	DR.	T.	R.	WS.	CS.
Buessing IIIGn	4	177		62S970x130	S985x150d	6-4.33x5.90	I.	2	Sp.	Pre.	Pu.	Meco.	Opt.	M.	Yes.	Yes.	Co.	Sep.	4	Opt.	Met.	DR.	T.	R.	WS.	CS.
Buessing IVGI	5½	187		73P38x7	P38x7d	6-4.33x5.90	I.	2	Sp.	Pre.	Pu.	Meco.	V.	M.	Yes.	Yes.	Co.	Sep.	4	Opt.	Met.	DR.	T.	R.	WS.	Disk.
Daag C3	3	168		63P36x6	P36x6d	4-4.33x6.30	I.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	R.	WS.	Disk.
Daag C4	4	176		65P38x7	P38x7d	4-4.72x6.30	I.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	R.	WS.	Disk.
Daag C5	5	176		65S885x150	S1000x175d	4-4.72x6.30	I.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FR.	R.	WS.	CS.
Daimler-Benz 10/30	¾	128		53P895x150	P895x150	4-3.15x5.11	L.	4	Ch.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	R.	SN	Wood.
Daimler-Benz DC4d	4	189		67P40x8	P40x8	4-4.72x6.30	I.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN	CS.
Daimler-Benz L1	1	138		56P33x5	P33x5	4-3.74x5.11	L.	4	Sp.	Pre.	Pu.	Pal.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	St.	FR.	R.	SN	Disk.
Daimler-Benz L2	2½	157		66P36x6d	P36x6d	4-4.13x6.49	L.	4	Sp.	Pre.	Pu.	Pal.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	R.	SN	CS.
Daimler-Benz L5	5	177		70P40x8	P40x8d	4-4.72x7.08	L.	2	Sp.	Pre.	Pu.	Pal.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	R.	SN	CS.
Daimler-Benz DR4-5d	5	212		60S930x140	S1050x160d	4-4.72x6.30	I.	2	Sp.	Pre.	Pu.	Pal.	V.	B.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN	CS.
Dixi	2½	149		61P975x175	P975x175	4-4.33x6.53	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN	CS.
Dixi	3½	157		60S930x120	S1030x150d	4-4.33x6.53	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	SN	CS.
Duerkopp L 2, 5	2½	155		64P34x7	P34x7	4-4.33x5.90	I.	4	He.	He.	Pu.	Sol.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	T.	WS	Disk.
Duerkopp L3	3½	155		64P34x7	P34x7d	4-4.72x5.90	I.	4	He.	Pre.	Pu.	Sol.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	T.	WS.	Disk.
Duerkopp L3L	3½	165		64P34x7	P34x7d	4-4.72x5.90	I.	4	He.	Pre.	Pu.	Sol.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	T.	WS.	Disk.
Duerkopp O3	3½	165		64P38x6	P38x6d	4-4.72x5.90	I.	4	He.	Pre.	Pu.	Sol.	V.	B.	Yes	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	T.	WS.	CS.
Duerkopp L5	5	199		70P40x8	P40x8d	6-4.33x5.51	I.	2	He.	Pre.	Pu.	Sol.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	DR.	FR.	T.	WS.	Disk.
Elite-Ronneburg CA 1, 5	1½	138		61P36x6	P36x6d	4-3.93x5.51	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS	Wood.
Elite-Ronneburg CA 2	2	139		61P36x6	P36x8	4-3.93x6.30	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	Wood.
Elite-Ronneburg BLIV	2½	159		63P34x7	P34x7d	4-4.33x6.30	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	Wood.
Faun	2½	149		61P34x7	P36x8	4-4.57x5.91	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	No.	No.	MD.	Sep.	4	R.	Met.	WW.	T.	R.	SN.	CS.
Faun	3½	161		61S930x120	S930x140d	4-4.57x5.91	L.	4	Sp.	Pre.	Pu.	Sol.	V.	M.	No.	No.	MD.	Sep.	4	R.	Met.	WW.	T.	R.	SN.	CS.
Faun	5	167		65S985x150	S1000x175d	4-4.72x5.91	L.	4	Sp.	Pre.	Pu.	Var.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	DR.	T.	R.	SN.	CS.
Frankfurter	5	157		66S985x150	S1030x320	4-5.12x6 68	L.	4	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	FR.	R.	WS.	CS.
Fuchs (6 wheel pivot-trailer unit)	10	157°		61S880x140	S950x170	4-4.53x6.30	I.	4	Be.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Eng.	8	C.	Met.	Ch.	T.	FR.	SN.	CS.
Goossens LC	4	165		66S830x140	S850x160d	4-4.72x7.08	I.	2	Be.	Pre.	Pu.	BMW	G.	M.	Yes.	Yes.	MD.	Sep.	4	SW.	Met.	DR.	FR.	R.	WS.	Disk.
Goossens LK	5	165		66S930x140	S1050x160d	4-4.72x7.08	I.	2	Be.	Pre.	Pu.	BMW	G.	M.	Yes.	Yes.	MD.	Sep.	4	SW.	Met.	Ch.	T.	R.	WS.	Disk.
Hanomag	½	67		42S540x80	S540x80	1-3 15x3.93	I.	1	Sp.	Pre.	Th.	Pal.	G.	M.	No.	Yes.	SP.	Eng.	3	C.	Fab.	St.	R.	R.	WS.	Disk.
Hansa-Lloyd	2½	165		62P32x6	P32x6d	4-3.74x4.33	L.	4	Sp.	Pre.	Th.	Pal.	G.	B.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	Wo.	T.	P.	SN.	Disk.
Henschel 3A	3½	169		68S980x140	S985x150d	4-4.52x6.30	I.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	DR.	T.	R.	WS.	CS.
Henschel 5B	5	236		70S985x150	S1000x175d	4-4.72x6.30	I.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	DR.	T.	R.	WS.	CS.
Henschel 6C	6	177		70S1000x175	S1000x175d	6-4.52x6.30	I.	6	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	DR.	R.	R.	WS.	CS.
Henschel 6D	6	177		70S1000x175	S1000x175d	6-4.72x6.30	I.	6	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Fab.	DR.	R.	R.	WS.	CS.
Hercules	1½	147		55P810x150	P860x180	4-3.30x5.12	L.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	3	R.	Met.	DR.	T.	R.	WW	Wood.
Komnick 1	1	136		55P820x120	P820x120	4-3.07x4.25	I.	4	Be.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Sep.	3	C.	Met.	DR.	T.	R.	WS.	CS.
Komnick 2	2	151		65P32x6	P32x6	4-4.33x6.10	I.	4	Be.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	R.	R.	SN.	CS.
Komnick 4	4	166		62P38x7	P38x7	4-4.33x6.10	I.	4	Be.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	R.	R.	SN.	CS.
Komnick 5	5	174		62S930x140	S1050x160	4-4.33x6.10	I.	4	Be.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Ch.	R.	R.	SN.	CS.
Komnick 5	5	161		67S950x160	S1050x160	6-3.94x5.91	L.	6	Sp.	PS.	Pu.	Sol.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	R.	R.	SN.	CS.
Krupp	2	141		57P875x175	P975x225	4-3.54x6.30	L.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	3	C.	Met.	St.	FR.	R.	WS.	Disk.
Krupp	3	197		65P37x7	P37x7	4-3.54x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
Krupp 6-wheel	2	175		57P37x7	P37x7	4-3.54x6.30	I.	4	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	T.	R.	WS.	Disk.
Krupp	5	173		65S985x150	1030x150	4-4.72x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	DR.	T.	R.	SN.	Disk.
Ley	1½	140		53P875x175	P875x175	4-3.42x5.12	L.	4	He.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	St.	FR.	R.	WS.	HS.
M. W. F. SL II	2½	161		59P36x6	P36x6d	4-3.58x5.51	I.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
M. W. F. UL II	2	196		67P38x7	P38x7d	4-3.93x5.51	I.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	FR.	R.	WS.	Disk.
M. W. F. VL II	3	196		67P36x6	P36x6d	4-4.13x5.51	L.	2	He.	Pre.	Pu.	Orkan.	V.	M.	Yes.	Yes.	MD.	Eng.	3	R.	Met.	DR.	FR.	R.	WS.	Disk.
M. W. F. TL II	3½	228		67P40x8	P40x8d	6-4.13x5.51	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Eng.	4	R.	Met.	FR.	R.	R.	WS.	Disk.
Magirus V100	2½	153		63P34x7	P34x7d	4-3.93x5.90	L.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	DR.	T.	R.	SN.	CS.
Magirus V135	3½	162		63S980x140	S980x140d	4-5.31x7.08	L.	2	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	DR.	T.	R.	SN.	CS.

Continental Gasoline Trucks

MAKE AND MODEL	GENERAL INFORMATION					ENGINE								ELECTRICAL SYSTEM			TRANSMISSION						RUNNING GEAR			
				Tire Size and Type							Fuel System							Gearset					Brakes			
	Tons Capacity	Wheelbase (In.)	Track (In.)	Front (m.m. or inches)	Rear (m.m or inches)	No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Carburetor Make	Fuel Feed	Current Source	Starter Fitted?	Generator Fitted?	Clutch Type	Location	No. Fwd. Speeds	Position of Lever	Universal Joints	Final Drive	Foot Type and Location	Hand Type and Location	Steering Gear Type	Wheels, Type
GERMAN—Cont.																										
Magirus (Low floor) ML	4	150	73	P34x7	P34x7d	4-3.93x5.90	L.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	DR.	R.	R.	SN.	Disk.
Magirus (Low floor) 2C	4½	206	69	P38x7	P38x7d	4-3.93x5.90	L.	4	He.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	Met.	DR.	R.	R.	SN.	CS.
Magirus(Low floor)MM3	5	206	69	P36x8	P36x8d	6-3.70x6.61	L.	6	Ch.	Pre.	Pu.	May.	Pu	M	Yes.	Yes.	MD.	Sep.	3	C.	Met.	DR.	FR.	R.	SN.	Disk.
M. A. N. C	3½	165	71	P38x7	P38x7d	4-4.52x7.08	I.	4	He.	Pre.	Pu.	Pal.	CA.	B.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	DR.	T.	R.	WW	CS.
M. A. N. KVB	5	177	71	S1000x170	S1000x170d	4-4.52x7.08	I.	4	He.	Pre.	Pu.	Pal.	CA.	B.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	DR.	T.	R.	WW	CS.
M.A.N. (Low floor) NOB	3½	196	71	P38x7	P38x7d	4-4.52x7.08	I.	4	He.	Pre.	Pu.	Pal.	CA.	B.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	DR.	FR.	R.	WW	CS.
M.A.N. (Low floor) NON	5	220	71	P40x8	P40x8d	4-4.52x7.08	I.	4	He.	Pre.	Pu.	Pal.	CA.	B.	Yes.	Yes.	Co.	Eng.	3	C.	Met.	Int.	FR.	T.	WW	CS.
Mannesmann-Mulag	4	153	69	S1060x140	S1065x150d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	.....	Ch.	T.	R.	WS.	Disk.
Mannesmann-Mulag	4	157	69	S1060x140	1065x150d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	Met.	DR.	TF.	R.	WS.	Disk.
Mannesmann-Mulag	5	161	69	S1065x150	S1080x170d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	Met.	DR.	TF.	S.	WS.	Disk.
Mannesmann-Mulag	5	163	69	S1065x150	S1080x170d	4-4.92x5.91	L.	2	Sp.	Pre.	Pu.	Mec.	G.	M.	Yes.	Yes.	SP.	Sep.	4	R.	.....	Ch.	TF.	R.	WS.	Disk.
Nacke	2½	149	65	P36x6	P36x6d	4-4.25x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	5	R.	Fab.	Wo.	T.	R.	SN.	Disk.
Nacke	3½	157	66	S970x130	S1065x150d	4-4.25x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	5	R.	Fab.	Wo.	T.	R.	SN.	Disk.
Nacke	4½	169	66	S985x150	S1080x175d	4-4.92x6.30	L.	2	Sp.	Pre.	Pu.	Pal.	V.	M.	Yes.	Yes.	Co.	Sep.	5	R.	Fab.	Wo.	T.	R.	SN.	Disk.
N.A.G.	1	149	53	P835x135	P30x6	4-3.07x5.35	I.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	R.	SN.	Disk.
N.A.G.	3	157	64	S970x130	S1060x140d	4-4.72x6.68	I.	2	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met°	DR.	T.	R.	SN.	CS.
N.A.G.	5	236	68	S1000x170	S1080x170d	4-5.31x6.68	I.	2	Sp.	Pre.	Pu.	Pal.	G.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met°	DR.	T.	R.	SN.	CS.
N.S U.	¾	124	49	P820x120	P820x120	4-3.06x4.33	L.	4	Sp.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met°	St.	FR.	R.	SN.	Wood.
Opel	¼	100	46	P715x115	P715x115	4-2.36x3.54	L.	4	Sp.	Pre.	Th.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab°	St.	FR.	T.	WS.	Disk.
Opel	1½	151	56	P775x145	P30x5	4-3.50x4.13	L.	4	He.	Pre.	Th.	Sol.	V.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Met°	Wo.	FR.	T.	WS.	Disk.
Phaenomen (Aircooled)	¾	112	53	P28x5.25	P28x5.25	4-2.91x3.54	L.	1	Sp.	PS.	Air.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Sp.	R.	R.	WS.	Disk.
Presto	¾	122	56	P820x120	P820x120	4-3.07x4.84	L.	4	Sp.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	St.	R.	R.	SN.	HS.
Presto	1½	171	59	P30x6	P30x6	4-3.54x4.92	I.	4	He.	Pre.	Pu.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	DR.	FR.	R.	SN.	Disk.
Protos	¾	138	53	P825x175	P825x175	4-3.15x5.12	I.	4	Ch.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	FR.	R.	WS.	HS.
Vomag	3½	177	68	P36x8	P36x8d	4-4.52x7.08	I.	4	Sp.	Pre.	Pu.	Zen.	G.	B.	Yes.	Yes.	Co.	Sep.	4	R.	Fab.	St.	T.	R.	SN.	Disk.
Vomag	5	220	65	S985x150	S1000x170d	4-4.52x7.08	I.	4	Sp.	Pre.	Pu.	Zen.	G.	B.	Yes.	Yes.	Co.	Sep.	4	R.	Fab.	DR.	T.	R.	SN.	CS.
Vomag (Low floor)	3	224	72	P36x8	P36x8d	4-5.11x6.30	I.	4	Sp.	Pre.	Pu.	Zen.	V.	B.	Yes.	Yes.	Co.	Sep.	4	C.	Fab.	DR.	FR.	R.	SN.	CS.
Vomag (Low floor)	3	224	72	P36x8	P36x8d	6-3.70x6.61	L.	6	Ch.	Pre.	Pu.	May.	Pu.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Fab.	DR.	FR.	R.	SN.	CS.
Wumag 6-wheel (pivot-trailer unit)	3	°138	57	P820x120	P825x175	4-3.15x5.12	I.	4	Sp.	Pre.	Th.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	St.	T.	T.	WS.	HS.
Wumag 6-wheel (pivot-trailer unit)	10	°130	70	S880x170	S1000x170	4-4.72x7.09	I.	2	Be.	Pre.	Pu.	BMW	G.	M.	Yes.	Yes.	MD.	Sep.	4	SW.	Met°	Ch.	T.	R.	WS.	Disk.
AUSTRIAN																										
Austro-Fiat	1¾	122	55	P30x5	P30x5d	4-3.34x4.92	L.	4	He.	Pre.	Th.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	St.	FR.	R.	WS.	Disk.
Austro-Fiat (Low-floor)	1¾	142	55	P30x5	P30x5d	4-3.34x4.92	L.	4	He.	Pre.	Th.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	St.	FR.	R.	WS.	Disk.
Austro-Fiat	2	153	59	P32x6	P32x6d	4-3.93x5.90	L.	4	He.	Pre.	Th.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	St.	FR.	R.	WS.	Disk.
Austro-Fiat (Low-floor)	2	153	59	P32x6	P32x6d	4-3.93x4.92	L.	4	He.	Pre.	Th.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	St.	FR.	R.	WS.	Disk.
Austro-Fiat	3	157	63	P36x6	P36x6d	4-3.93x5.90	L.	4	He.	Pre.	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	DR.	FR.	R.	WS.	Disk.
Austro-Fiat (Low-floor)	3	165	63	P36x6	P36x6d	4-3.93x4.92	L.	4	He.	Pre.	Pu.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	St.	FR.	R.	WS.	Disk.
Austro Saurer	2	157	61	P33x5	P33x5d	4-3.93x5.90	I.	4	He.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	FR°	R.	WS.	Disk.
Austro Saurer	3	196°	66	P32x6	P32x6d	4-3.93x5.90	I.	4	He.	Pre.	Pu.	Own.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Sp.	FR°	R.	WS.	Disk.
Graef & Stift	1½	145	57	P30x5	P30x5d	4-3.54x5.51	L.	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met°	Sp.	FR.	T.	SN.	Disk.
Graef & Stift	2½	171	67	P36x6	P36x6d	4-4.33x6.30	L.	4	Ch.	Pre.	Pu.	Zen.	V.	M.	Yes.	.....	Co.	Sep.	4	C.	Met°	Sp.	FR.	T.	SN.	Disk.
Graef & Stift	5	157	58	S930x160	S130x179d	4-5.23x6.30	L.	2	Sp.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	5	R.	Met.	Ch.	T.	R.	WS.	CS.
Perl	2	134	60	P775x145	P775x145d	6-2.74x4.72	L.	6	Ch.	Spl.	Pu.	Opt.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C	Fab.	St.	FR.	R.	SN.	Disk.
Perl	4	157	65	P1085x185	P1085x185d	4-4.53x6.30	L.	2	Sp.	Pre.	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	DR.	T.	R.	WS.	Disk.
Steyr	1	130	50	P30x5.25	P30x5.25d	6-2.42x3.46	I.	6	Ch.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	St.	FR.	R.	SN.	Disk.
Steyr	2½	145	58	P955x155	P955x155	6-3.15x4.33	I.	6	Be.	Pre.	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met°	DR.	R.	R.	WS.	Disk.
CZECHO-SLOVAKIAN																										
Breitfeld, Danek & Co.	2	147	61	P34x5	P36x8	4-3.74x5.90	I.	4	He.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	5	C.	Fab.	St.	FR.	R.	SN.	Disk.
Breitfeld, Danek & Co.	5	173	67	P40x8	P40x8d	4-4.92x6.49	I.	4	He.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	R.	SN.	CS.
Breitfeld, Danek & Co (6-wh. pivot-trailer unit)	10	126	67	S976x160	S970x160d	4-4.92x6.49	I.	4	He.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	DR.	R.	R.	SN.	CS.
Breitfeld, Danek & Co. (4-wheel drive)	4	134	71	S1220x160	S1220x160d	4-4.92x6.49	I.	4	He.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	5	C.	Met.	Be.	FR.	R.	SN.	CS.
Praga	1	126	51	P32x6	P32x6d	4-2.44x4.33	L.	4	Sp.	Pre.	Th.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	T.	R.	WS.	Disk.
Praga	2	142	56	P32x6	P32x6d	4-2.95x5.11	L.	4	Sp.	Pre.	Th.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	DR.	T.	R.	WS.	Disk.
Praga	3	142	59	P36x6	P36x6d	4-3.54x5.90	L.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	R.	Met.	St.	T.	R.	SN.	Disk.
Praga	5	161	61	P38x7°	P38x7d°	4-4.33x6.30	L.	4	Sp.	Pre.	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	7	R.	Met.	St.	T.	R.	SN.	Disk.
Skoda 125	1	123	51	P30x5	P30x5	4-2.95x4.33	L.	4	He.	Pre.	Pu.	Sol.	V.	M.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Sp.	FR.	T.	SN.	Disk.
Skoda 505	2½	122	65	P32x6	P32x6d	4-3.93x5.90	L.	4	He.	Pre.	Pu.	Zen.	V.	M.	Opt.	Yes.	MD.	Sep.	4	R.	Fab.	DR.	T.	R.	SN.	Disk.
Skoda 550	5	157	63	P38x7 °	P38x7d°	4-4.72x5.90	L.	4	He.	Pre.	Pu.	Zen.	V.	M.	Opt.	Yes.	MD.	Sep.	4	R.	Fab.	DR.	T.	R.	SN.	Disk.
Tatra	1	107	55	P710x90	P820x120	2-3.22x3.93	I.	1	Sp.	Pre.	Air.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	none.	DR.	FR.	R.	SN.	Disk.
Walter	1½	142	53	P30x5	P30x5	4-3.15x4.64	I.	4	Sp.	Pre.	Th.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	3	C.	Met°	Sp.	FR.	R.	WS.	Disk.

ABBREVIATIONS:

Ama—Amac.
B—Balloon. (Tires)
B—Battery.
Be—Bevel Gear.
C—Center (Gear&Lever).
C—Charcoal gas (Fuel Feed)
C—Cushion (Tires).
CA—Compressed Air.
Ch—Chain.
CL—Cam and lever.
Cla—Claudel.
Co—Cone.
Coz—Cozette.
CS—Cast Steel.
d—Dual.
Dd—Dead.
DP—Dual Dry Plate.
DR—Double reduction
EG—External ring gear.
Eng—Unit with Engine.
E R—External Rear Wheels.
E T—External Transmission.
F—"F" Head.
Fab—Fabric.
F F—Full Floating.
FR—Front and rear.
FT—Front and transmission.
FTR—Front, transmission and rear.
G—Gravity.
GE—Gas-Electric.
He—Helical Gears.
H.C.S.—Hollow Cast Steel.
HS—Hollow Spoke.
I—Valve in Head.
I.F—Internal Four Wheels.
IG—Internal ring gear.
I.R—Internal Rear Wheels.
I.T—Internal Transmision.
L—"L" Head.
M—Magneto (Current source).
May—Maybach.
mb—Magneto and Battery
MD—Multiple disc.
Met—Metal.
Opt—Optional.
Pal—Pallas.
Pin—Pinion
Pla—Planetary.
Pre—Full pressure.
PrCs—Pressure to main and rod bearings.
P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
PS—Splash with pressure
Pu—Pump.
R—Right (Gearshift lever).
R—Rear (Brakes).
Ren—Renault.
S—Solid.
SB—Spiral Bevel.
Sep—Separate Unit.
Sl—Sleeve Valve.
Smi—Smith.
SN—Screw and Nut.
So—Spur Gear, Overhead Camshaft.
Sol—Solex.
Sp—Spur Gear (Camshaft Drive).
Sp—Spiral Bevel (Rear Axle).
SP—Single plate.
Spl—Splash.
Sp Pr—Splash and Pressure.
St—Straight Bevel.
SW—Steering Wheel.
Th—Thermo Syphon.
T—Transmission.
TF—Transmission and Front.
TR—Transmission and Rear Wheels.
Tract—Tractor.
TT—Torque tube.
TT—Tractor Truck.
V—Vacuum.
Var—Various.
WN—Worm and Nut.
Wo—Worm Drive.
WCS—Webbed Cast Steel.
WS—Worm and Sector.
WW—Worm and Wheel.
Zen—Zenith.
°—Other also.
†—With auxiliary magnetic.
•—Driver beside Engine.
§—All British trucks are 4-Cyl. unless noted.

British Trucks

MAKE OF TRUCK	GENERAL: Load Capacity Long Tons	GENERAL: Wheelbase (Ins.)	GENERAL: Track (Ins.)	Tires: Type	Tires: Front (Ins.)	Tires: Rear (Ins.)	ENGINE: §Bore and Stroke (Ins.)	ENGINE: Valve Arrangement	ENGINE: Cyl. Cast Together	ENGINE: Camshaft Drive	ENGINE: Water Circulation	ENGINE: Oiling System	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Current Source	Electrical System: Generator Fitted?	Electrical System: Starter Fitted?	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. Forw'd Speeds	Gearset: Control Lever	TRANSMISSION: Universals, Front	TRANSMISSION: Universals, Rear	REAR AXLE: Type	REAR AXLE: Final Drive	REAR AXLE: Gear Ratio	MISCELLANEOUS: Brakes Type & Location: Hand	MISCELLANEOUS: Brakes Type & Location: Foot	MISCELLANEOUS: Wheels Type
A. D. C.	3½	162	66	S.	36x4½	36x4½d	4.25x5.50	L.	2	Sp.	Pu.	SpPr.	Zen.	V.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	Met.	FF.	Wo.	7.25	I.Rw.	I.Rw.	H.C.S.
A. D. C.*	4	150	74	S.	40x5½	40x5½d	4.72x5.90	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	Met.	FF.	Wo.	8.25	I.Rw.	I.Rw.	H.C.S.
A. D. C.	5	168	74	S.	40x5½	40x5½d	4.72x5.90	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	Met.	FF.	Wo.	8.40	I.Rw.	I.Rw.	H.C.S.
A. D. C.	6	190	74	S.	40x6¼	40x6¼d	4.72x5.90	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	Met.	FF.	Wo.	9.25	I.Rw.	I.Rw.	H.C.S.
Albion	1¼	129	61	P.	34x6	34x6	3.90x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	Met.	FF.	Wo.	5.7	I.Rw.	I.Rw.	Disk
Albion	1½	135	63	P.	36x7	36x7	3.90x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Yes.	No.	SP.	Sep.	4	R.	Met.	Met.	FF.	Wo.	5.7	I.Rw.	I.Rw.	Disk
Albion	2	141	61	S.	34x4	34x4d	3.90x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	Met.	FF.	Wo.	6.2	I.Rw.	I.Rw.	W.C.S.
Albion	3	156	62	P.	36x6	36x6d	4.30x4.75	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.0	I.Rw.	I.Rw.	Disk
Albion*	4	132	70	S.	36x5½	36x5d	4.64x5.50	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.0	I.Rw.	I.Rw.	W.C.S.
Austin	⅛	75	40	P.	26x3	26x3	2.20x3.00	L.	4	He.	Th.	PrCs.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Fab.	Met.	¾Fl	Sp.	4.9	I.Fw.	I.Rw.	Wire
Austin	½	112	56	B.	28x4¾	28x4¾	2.83x4.50	L.	4	Ch.	Pu.	PrCs.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Met.	¾Fl	Sp.	5.12	E.Tr.	I.Fw.	H.S.
Austin	¾	130	56	B.	32x6	32x6	3.75x5.00	L.	4	Ch.	Pu.	PrCs.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Met.	Met.	¾Fl	Sp.	3.93	E.Tr.	I.Fw.	H.S.
Bean	1½	133	56	P.	32x6	32x6	2.95x5.11	L.	4	He.	Th.	PrCs.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4	R.	Fab.	Fab.	FF.	Sp.	6.12	I.Rw.	I.Rw.	Disk
Beardmore	¾	126	55	P.	32x4½	32x4½	3.14x4.72	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Yes	No.	Co.	Sep.	4	R.	Fab.	Fab.	FF.	Bev.	....	I.Rw.	I.Rw.	H.S.
Bristol	2	150	64	P.	34x7	34x7	4.00x5.00	L.	4	Ch.	Th.	SpPr.	Cla.	V.	M.	Ex.	No.	SP.	Sep.	4	C.	Met.	Met.	½Fl	Wo.	7.00	I.Rw.	E.Tr.	Disk
Bristol	4	192	76	P.	38x7	38x7d	4.50x5.75	L.	4	Ch.	Th.	SpPr.	Cla.	V.	M.	Ex.	No.	SP.	Sep.	4	C.	Met.	Met.	½Fl	Wo.	7.6	I.Rw.	E.Tr.	Disk
Clyde	1½	122	57	P.	36x4½	36x4½d	3.75x5.12	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	M D	Eng.	3	C.	Met.	Met.	½Fl	Wo.	6.5	I.Rw.	I.Rw.	H.S.
Clyde	2	123	57	P.	34x7	34x7	3.75x5.12	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	M D	Eng.	3	C.	Met.	Met.	½Fl	Wo.	6.5	I.Rw.	I.Rw.	Disk
Clyde	2	168	60	P.	36x6	36x6d	4.00x5.25	L.	4	He.	Pu.	PrCs.	Zen.	V.	M.	Yes.	No.	M D	Eng.	3	C.	Fab.	Met.	½Fl	Wo.	....	I.Rw.	I.Rw.	Disk
Clyde (6 Cyls.)	2½	198	64	P.	36x6	36x6d	3.34x4.50	L.	6	He.	Pu.	PrCs.	Zen.	V.	B.	Yes.	Yes.	M D	Eng.	3	C.	Fab.	Met.	FF.	Wo.	6	I.Rw.	I.Fw.	Disk
Commer	1½	140	56	P.	32x6	32x6	3.12x5.51	F.	4	Ch.	Pu.	PrCs.	....	V.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Met.	FF.	Sp.	....	I.Rw.	I.Fw.	Disk
Commer	2	111	63	S.	24x5	24x5	2.95x4.56	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	Met.	FF.	Wo.	....	I.Rw.	I.Fw.	Disk
Commer	2	132	66	P.	32x6	32x6d	3.93x4.72	L.	2	Sp.	Th.	Spl.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	....	FF.	Wo.	7.3	I.Rw.	I.Fw.	Disk
Commer	2½	147	66	P.	32x6	32x6d	4.13x5.51	L.	2	Sp.	Th.	Spl.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	....	I.Rw.	I.Fw.	Disk
Commer	3	147	70	S.	36x4	36x4d	4.52x5.51	L.	2	Sp.	Th.	Spl.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	6.7	I.Rw.	I.Fw.	H.C.S.
Commer	4	159	70	S.	36x4¾	36x4¾d	4.72x5.51	L.	2	Sp.	Th.	Spl.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.6	I.Rw.	E.Tr.	H.C.S.
Commer	6	159	74	S.	36x5½	40x6d	4.72x5.51	L.	2	Sp.	Th.	Spl.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	....	....	....	Ch.	9.3	I.Rw.	E.Tr.	H.C.S.
Crossley (6 Cyls.)	1¼	138	56	P.	30x5¼	30x5¼	2.95x4.75	I.	6	Ch.	Pu.	PrCs.	....	V.	M.	Yes.	Yes.	SP.	Eng.	4	R.	Met.	Met.	FF.	Sp.	4.9	I.Rw.	I.Fw.	H.S.
Crossley	3	136	59	P.	36x6	36x6	4.00x5.50	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Yes.	Yes.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.0	I.Rw.	I.Rw.	Disk
Dennis	1½	132	56	P.	33x5	34x7	3.34x4.72	L.	4	He.	Pu.	PrCs.	Cla.	G.	M.	Yes.	Opt.	Opt.	Co.	4	R.	Met.	Met.	FF.	Wo.	6.75	I.Rw.	I.Rw.	Disk
Dennis	2½	174	62	P.	36x6	36x6d.	3.93x5.90	L.	4	He.	Pu.	PrCs.	Cla.	G.	M.	Yes.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	6.75	I.Rw.	E.Tr.	Disk
Dennis	3½	157	66	S.	36x5	38x5d	4.33x5.90	L.	4	He.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.75	I.Rw.	E.Tr.	H.C.S.
Dennis	6	186	66	S.	40x5	40x6¼d	4.33x5.90	L.	4	He.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	8.75	I.Rw.	E.Tr.	H.C.S.
F. W. D.	5½	152	57	P.	36x6	36x5d	4.75x5.50	L.	4	....	Pu.	....	Sol.	G.	M.	Ex.	No.	M D	Sep.	3	R.	Met.	Met.	FF.	Be.	....	E.Tr.	I.Rw.	W.C.S.
F. W. D.	4½	156	63	P.	40x8	40x8	5.11x5.50	L.	4	....	Pu.	....	Sol.	G.	M.	Ex.	No.	M D	Sep.	6	R.	Met.	Met.	FF.	Be.	8.9	I.Rw.	I.Fw.	W.C.S.
Galloway	½	114	56	P.	29x5	29x5	2.75x4.33	I.	4	Ch.	Pu.	PrCs.	....	V.	M.	Ex.	Ex.	SP.	Eng.	4	R.	Met.	....	FF.	Sp.	4.9	I.Rw.	I.Fw.	H.S.
Garner	1¾	132	63	P.	32x6	32x6	3.12x5.12	L.	4	Ch.	Th.	PrCs.	Zen.	G.	M.	Yes.	Ex.	Co.	Eng.	4	C.	Met.	Met.	FF.	Wo.	6.50	I.Rw.	I.Rw.	Disk
Garner*	2½	144	63	P.	36x6	36x6d	3.93x5.51	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Yes.	No.	M D	Eng.	4	R.	Met.	Met.	FF.	Wo.	7.00	I.Rw.	I.Rw.	Disk
Gilford	2½	153	63	P.	34x7	34x7	4.00x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	M D	Sep.	4	C.	Met.	Met.	½Fl	Wo.	7.25	I.Rw.	I.Rw.	Disk
Guy	1¼	125	57	P.	32x4¼	32x4¼	3.34x4.72	L.	4	Ch.	Th.	SpPr.	Zen.	G.	M.	Yes.	No.	Co.	Eng.	4	R.	Fab.	Fab.	FF.	Sp.	5.57	I.Rw.	I.Rw.	Disk
Guy	1½	138	61	P.	36x4¾	5.32x3d	3.46x4.72	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Yes.	No.	Co.	Eng.	4	R.	Fab.	Fab.	FF.	Sp.	6.66	I.Rw.	I.Rw.	Disk
Guy	2	148	63	S.	32x3½	32x4d	4.00x5.50	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	Fab.	FF.	DR.	6.33	I.Rw.	I.Tr.	H.C.S.
Guy	2½	160	63	S.	32x4	32x4d	4.00x5.50	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	DR.	6.83	I.Rw.	I.Tr.	H.C.S.
Guy	3	172	69	S.	32x4¼	32x4¼d	4.25x5.50	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.50	I.Rw.	I.Rw.	Disk
Guy	3	150	68	P.	36x6	36x6	4.25x5.50	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Yes.	No.	Co.	Sep.	8	R.	Met.	Met.	FF.	Wo.	7.50	I.Rw.	I.Rw.	Disk
Guy	5	172	68	P.	40x8	40x8	4.25x5.50	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	9.33	I.Rw.	I.Rw.	Disk
Guy	7	196	75	P.	36x8	38x7d	4.25x5.50	L.	4	Ch.	Pu.	SpPr.	Zen.	V.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	Met.	FF.	Wo.	8.66	I.Rw.	I.Rw.	Disk
Halley	1½	132	60	P.	34x7	34x7	3.75x5.00	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	Met.	FF.	Wo	7.00	I.Rw.	I.Rw.	Disk
Halley	2	140	63	P.	33x5	33x5d.	3.75x5.00	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	Met.	FF.	Wo	7.00	I.Rw.	I.Rw.	Disk
Halley	2½	144	64	P.	32x6	32x6d	3.85x5.00	L.	4	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Met.	Met.	FF.	Wo.	7.00	I.Rw.	I.Rw.	Disk
Halley	4	175	66	P.	38x7	38x7d	3.50x6.00	L.	3	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Fab.	Fab.	FF.	Wo.	7.00	I.Rw.	E.Tr.	Disk
Halley (6 Cyls.)	6	186	66	S.	34x4¾	40x5½d	5.00x6.50	L.	2	He.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	SP.	Sep.	4	R.	Met.	Met.	FF.	Wo.	8.25	I.Rw.	E.Tr.	H.C.S.
Jowett (2 Cyl.)	¼	84	45	P.	27x4½	27x4½	2.98x4.00	L.	1	Sp.	Th.	PrCs.	Zen.	G.	B.	Yes.	Yes.	Co.	Eng.	3	R.	Fab.	Fab.	½Fl	Sp.	4.66	E.Rw	E.Tr.	H.S.
Karrier	2	144	57	P.	34x7	34x7	3.75x5.50	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.0	I.Rw.	E.Tr.	Disk
Karrier	3	156	60	P.	36x6	36x6d	3.93x5.50	L.	2	Ch.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.0	I.Rw.	E.Tr.	Disk
Karrier	4	168	66	S.	32x5	32x5d	4.5x5.00	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.0	I.Rw.	E.Tr.	Disk
Karrier	5	180	70	S.	32x5½	36x5½d	5.00x6.00	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	DR.	8.9	I.Rw.	E.Tr.	H.C.S.
Karrier	3	150	61	P.	36x6	36x6	3.93x5.50	L.	2	Ch.	Pu.	PrCs.	Zen.	G.	M.	Yes	Yes.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	....	I.Rw.	I.Rw.	Disk
Lacre*	2	144	59	S.	32x4	32x4	4.33x5.00	L.	2	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	3	R.	Met.	Met.	½Fl	Ch.	....	I.Rw.	E.Tr.	W.C.S.
Lacre	2½	117	59	S.	32x4	32x4d	3.93x5.50	L.	2	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	½Fl	Wo.	....	I.Rw.	I.Rw.	Disk
Lacre	4	156	67	S.	34x5½	34x5½d	4.75x5.00	L.	2	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	½Fl	DR.	....	I.Rw.	I.Rw.	W.C.S.
Leyland	2½	141	66	P.	36x6	36x6d	4.50x5.00	L.	2	He.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	....	FF.	Wo.	7.00	I.Rw.	E.Tr.	Disk
Leyland	4–6	180	68	S.	36x5	36x5d	4.62x6.00	L.	2	He.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	....	FF.	DR.	7.25	I.Rw.	E.Tr.	H.C.S.
Leyland	10	199	71	S.	40x7	40x7	4.62x6.00	L.	2	He.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	DR.	....	I.Rw.	E.Tr.	H.C.S.
Maudslay	3	162	66	S.	34x4¾	34x4¾d	4.33x5.12	I.	4	Bev.	Pu.	PrCs.	Zen.	V.	M.	Yes.	Yes.	Co.	Sep.	4	C.	Met.	Met.	FF.	Wo.	7.00	I.Rw.	I.Fw.	Disk
Maudslay*	5	174	70	S.	36x5½	36x5½d	4.50x6.00	I.	4	Bev.	Pu.	PrCs.	Zen.	V.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	Met.	FF.	DR.	8.30	I.Rw.	E.Tr.	H.C.S.
Maudslay*	7	186	72	S.	40x7	40x7d	4.75x6.00	I.	4	Bev.	Pu.	PrCs.	Zen.	V.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	Met.	FF.	DR.	8.30	I.Rw.	E.Tr.	H.C.S.
Morris	½	105	48	B.	28x5	28x5	2.73x4.00	L.	4	He.	Th.	SpPr.	Smi.	G.	M.	Yes.	Yes.	M D	Eng.	3	C.	Met.	....	¾Fl	Sp.	4.75	I.Rw.	I.Fw.	H.S.
Morris	1	122	56	P.	32x4½	32x4½	2.95x4.00	L.	4	He.	Th.	SpPr.	Smi.	G.	M.	Yes.	No.	M D	Eng.	3	C.	Met.	....	½Fl	Wo.	8.33	I.Rw.	I.Rw.	Disk
Morris	1½	138	56	P.	32x6	32x6	3.14x4.92	L.	4	He.	Pu.	PrCs.	Smi.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	Fab.	Fab.	½Fl	Sp.	7.25	I.Rw.	I.Fw.	Disk
Morris	2	144	56	P.	32x4½	32x4½	3.14x4.92	L.	4	He.	Pu.	PrCs.	Smi.	G.	M.	Yes.	Yes.	SP.	Eng.	8	C.	Met.	Met.	½Fl	Wo.	8.33	I.Rw.	I.Rw.	Disk
Pagefield (4)	3	98	66	S.	40x5½	40x4½d	4.72x5.50	L.	2	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	6.25	I.Rw.	E.Tr.	H.C.S.
Pagefield	4	162	69	S.	40x4¾	40x4¾d	4.72x5.50	L.	2	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.33	I.Rw.	E.Tr.	H.C.S.
Pagefield (6 Cyl.)	6	177	69	S.	40x5½	42x6¼d	3.74x5.50	L.	6	Ch.	Pu.	PrCs.	Zen.	V.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	DR.	7.82	I.Rw.	E.Tr.	H.C.S.
Scammell TT	12	120	64	S.	36x4¾	36x6¼d	5.00x5.50	I.	2	He.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	3	R.	....	....	....	Ch.	....	I.Rw.	E.Tr.	W.C.S.
Scammell	6	180	68	P.	44x10	44x10	5.00x5.50	I.	2	He.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Fab.	Met.	....	Sp.	11.4	I.Rw.	I.Rw.	Disk
S. D. Freighter	2–3	Var	50	S.	20x5	20x5d	2.87x5.11	L.	4	Sp.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	M D	Eng.	3	C.	Met.	Met.	FF.	Wo.	Var.	I.Tr.	I.Fw.	H.S.
Shefflex	2	132	60	P.	32x6	32x6	3.93x5.11	L.	2	He.	Th.	SpPr.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	3	R.	Met.	Met.	FF.	Wo.	6.4	I.Rw.	E.Tr.	Disk
Star	1½	126	56	P.	32x6	32x6	3.54x4.72	L.	4	He.	Pu.	SpPr.	Sol.	G.	M.	Yes.	No.	DP.	Eng.	4	C.	Fab.	Fab.	½Fl	Wo.	6.2	I.Rw.	I.Rw.	Disk
Star	2	132	62	P.	32x6	32x6d	3.54x4.72	L.	4	He.	Pu.	SpPr.	Sol.	G.	M.	Ex.	No.	DP.	Eng.	4	C.	Fab.	Fab.	½Fl	Wo.	7.75	I.Rw.	I.Rw.	Disk
Star (6 Cyl.)	2	170	62	P.	32x6	32x6d	3.14x4.72	I.	6	He.	Pu.	PrCs.	Sol.	V.	M.	Yes.	Yes.	DP.	Eng.	4	C.	Fab.	Met.	FF.	Sp.	6.4	I.Rw.	I.Fw.	Disk
Thornycroft	2	138	62	P.	36x6	36x6	3.75x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Yes.	No.	SP.	Eng.	4	C.	Fab.	Fab.	½Fl	Wo.	6.25	I.Rw.	I.Rw.	Disk
Thornycroft	3–4	156	75	S.	36x5	36x5d	4.37x5.50	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No	SP.	Eng.	4	C.	Fab.	Met.	FF.	Wo.	7.25	I.Rw.	E.Tr.	W.C.S.
Thornycroft	5	174	73	S.	40x6	40x6d	4.75x6.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4	C.	Fab.	Met.	FF.	Wo.	8.25	I.Rw.	E.Tr.	W.C.S.
Thornycroft	2–3	140	61	P.	36x6	36x6	3.75x5.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Yes.	No.	SP.	Eng.	8	C.	Met.	Met.	½Fl	Wo.	7.75	I.Rw.	I.Rw.	Disk
Thornycroft	3–5	171	76	P.	36x8	36x8	4.75x6.00	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	8	C.	Met.	Met.	FF.	Wo.	7.25	I.Rw.	I.Rw.	Disk
Tilling Stevens	2½	144	58	S.	34x4	36x4d	3.75x4.92	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.	Fab.	Fab.	FF.	Wo.	6.00	E.Rw	I.Rw.	H.C.S.
Tilling Stevens*	3	156	72	P.	36x6	36x6	4.25x5.50	L.	4	He.	Pu.	PrCs.	Zen.	Pr.	M.	Yes.	No.	SP.	Sep.	4	C.	Fab.	Fab.	FF.	Wo.	6.4	I.Rw.	I.Rw.	Disk
Tilling Stevens	4	183	70	S.	32x4¾	36x4¾d	4.75x5.50	L.	2	He.	Pu.	SpPr.	Zen.	Pr.	M.	Yes.	No.	GE.	....	....		Met.	Met.	FF.	Wo.	....	E.Rw	I.Rw.	H.C.S.
Tilling Stevens	5	225	75	P.	36x8	36x8	4.75x6.00	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Yes.	No.	GE.	....	....		Met.	Met.	FF.	Wo.	....	I.Rw.	I.Rw.	H.C.S.
Tilling Stevens	6	174	70	S.	36x6¼	40x6¼d	5.00x6.00	L.	2	Ch.	Pu.	SpPr.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	Met.	FF.	Wo.	6.5	I.Rw.	I.Rw.	H.C.S.
Trojan	⅜	96	48	C.	28x2½	28x2½	2.50x4.64	V.	1	....	Th.	PrCs.	Ama	G.	B.	Yes.	No.	Pla.	Sep.	2	R.	....	....	½Fl	Ch.	4.0	E.Tr.	I.Rw.	Disk
Vulcan	1½	126	58	P.	34x7	34x7	3.34x5.11	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Eng.	4	R.	Fab.	Fab.	FF.	Wo.	7.0	I.Rw.	I.Rw.	Disk
Vulcan	2	132	56	S.	32x4	32x4d	3.74x5.11	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Fab.	Met.	FF	Wo.	7.2	I.Rw.	I.Rw.	W.C.S.
Vulcan	3	150	61	S.	36x5	36x5d	3.93x5.51	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Fab.	Fab.	FF.	Wo.	7.2	I.Rw.	I.Rw.	W.C.S.
Vulcan	3	120	58	S.	28x5	28x5	3.34x5.11	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Yes.	No.	Co.	Eng.	4	R.	Met.	Met.	FF.	Wo.	7.2	I.Rw.	I.Fw.	Disk
Vulcan	4	174	64	S.	40x5	40x5d	4.72x5.51	L.	2	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	Wo.	7.3	I.Rw.	E.Tr.	W.C.S.
Watson	4	162	62	S.	36x4¾	40x4¾d	4.52x5.51	L.	2	Sp.	Pu.	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	FF.	DR.	7.9	I.Rw.	I.Rw.	W.C.S.
W. & G.	1	141	60	B.	33x6¾	33x6¾	3.00x4.75	I.	6	Ch.	Pu.	PrCs.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	3	C.	Met.	Met.	FF.	Wo.	5.5	E.Tr.	I.Fw.	H.S.
W. & G. (6 Cyl.)	1½	126	60	S.	30x3½	30x3½d	3.75x5.11	L.	4	He.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	M D	Eng.	4	C.	Met.	Met.	FF.	Wo.	7.0	I.Rw.	I.Rw.	Disk
W. & G.	2	133	60	S.	30x3½	30x3½d	4.00x5.50	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	Fab.	FF.	Wo.	8.0	I.Rw.	I.Rw.	W.C.S.
W. & G.	3	136	60	S.	34x4	34x4d	4.00x5.50	L.	4	Ch.	Pu.	PrCs.	Zen.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Fab.	Fab.	FF.	Wo.	8.0	I.Rw.	I.Rw.	W.C.S.

American Agricultural Tractors

MAKE AND MODEL	GENERAL: Price ($)	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable	Drawbar—Belt Rating	Steering Type	ENGINE: Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Plowing Speed	Ignition System Make	Fuel System: Carbureter Make	Fuel System: Fuel Recommended	Fuel System: Air Cleaner Make	Oil: System Type	Cooling System Type	CLUTCH BELT PULLEY: Type and Make	Diameter (Ins.)	Face (Ins.)	Clutch Type	DRIVE: No. Forw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheel	Wheel or Track
Adv. Rumely..R	....	6	2.50	11701	90	38	11¼	H	25-45	F.A.K.	Own	2	7 11/16x9½	H	I	540	Bosch	Own	Ker.	Don	MO.	Pu.	SP-Own	21¾	10	SP.	3	57½-18	SG	Hub	2	Wh.
Adv. Rumely..L	....	3	2.50	5510	80	30	10	H	15-25	F.A.K.	Own	2	5 11/16x7	H	I	730	Bosch	Own	Ker.	Don	MO.	Pu.	SP-Own	16	7½	SP.	3	48-12	SG	Hub	2	Wh.
Adv. Rumely.M	....	4	2.50	7948	88	34	10	H	20-35	F.A.K.	Own	2	6 11/16x8¼	H	I	635	Bosch	Own	Ker.	Don	MO.	Pu.	SP-Own	18¾	8½	SP.	3	52-16	SG	Hub	2	Wh.
Adv. Rumely..S	....	10	2.50	16150	115	44	12	H	30-60	F.A.K.	Own	2	9 x11	H	I	470	Bosch	Own	Ker.	Don	MO.	Pu.	SP-Own	25	10	SP.	3	64-24	SG	Hub	2	Wh.
Allis-Ch. 20-35	1295	4	3.25	6000	90½	14½	11½	H	20-35	F.A.K.	Own	4	4¾x6½	V	I	930	Eise	Kin.	Gas.	Don	HC.	Pu.	ES-Own	13	8½	No.	2	50-12	IG	Rim.	2	Wh.
Allwork.....GA	....	3-5	2.75	5500	75	20	13	U.	20-35	F.A.K.	Own	4	5¼x6	V	L	900	Bosch	Kin.	....	Ben.	HC.	Pu.	MD-Own.	....	....	MD	..	42-12	Wo.	Spks.	2	Wh.
Allwork.....D	....	4-5	2.75	6500	80	26	14	V.	20-35	F.A.K.	Own	4	5¼x6	V	L	900	Bosch	Kin.	Ker.	Ben.	HC.	Pu.	MD-Own.	13¾	7½	MD	3	48-14	SG	Rim.	2	Wh.
Allwork.....DA	....	5	2.75	8400	87	28	14	V.	22-40	F.A.K.	Own	4	5½x7	V	L	900	Bosch	Kin.	Ker.	Ben.	HC.	Pu.	MD-Own.	14¼	9½	MD	3	48-12	SG	Rim.	2	Wh.
Avery.... 20-35	1350	4	2.7a	7500	96	12	12	H	20-35	F.A.K.	Own	4	4⅞x7	H	I	800	K-W.	Kin.	G-K	None	CS.	Pu.	MD-Own.	16	7½	MD	2	60-16	SG	Rim.	2	Wh.
Avery.....25-50	2950	5	2.7a	12500	117	20	13	H	25-50	S.A.	Own	4	6¾x8	H	I	650	K-W°	Kin.	G-K	None	CS.	Pu.	MD-Own.	22	8½	MD	2	69-20	SG	Rim.	2	Wh.
Avery.....45-65	4150	10	1.9a	22000	138	20½	17	H	45-65	S.A.	Own	4	7¾x8	H	I	550	K-W.	Kin.	G-K	None	CS.	Pu.	MD-Own.	26	10	MD	2	87½-24	SG	Rim.	2	Wh.
Bailor.........A	600	....	2.3a	2500	86¾	9	28	U	.....	S.A.	LeRoi.	4	3⅛x4¼	V	L	....	Dixie	Kin.	Gas.	W-B.	CS.	...	SP-B&B.	....	....	....	2	44-6	Cha	Spks.	2	Wh.
Bailor.........W	500	....	2.7a	1900	....	7¾	28	U	12	S.A.	LeRoi.	4	3⅛x4½	V	L	....	Dixie	Kin.	Gas.	W-B.	CS.	...	SP-B&B.	8	6	....	2	40-4	Cha	Spks.	2	Wh.
Bates.........F	....	3	3.0a	4850	80	16	12	H	18-25	F.A.K.	Beav.	4	4¼x6	V	I	1100	Bosch	Kin.	G-K	Pom.	HC.	Pu.	SP-B&B.	12	8½	SP.	2	56-10	SG	Axle.	2	Tr.
Bates.........G	....	4	3.0a	6500	80½	13½	12	H	25-35	F.A.K.	Beav.	4	4½x6	V	I	1000	Bosch	Kin.	Gas.	Pom.	HC.	Pu.	SP-TDi	12	8½	SP.	2	56-10	SG	Axle.	2	Tr.
Bates.........40	....	0	Var.	11000	84	14	14	H	30-40	T.D.M.	Wauk.	4	5 x6¼	V	L	1000	Bosch	Kin.	Gas.	Pom.	HC.	Pu.	.....	....	....	....	3	84-12	SG	Axle.	0	Tr.
Bates.........25	....	0	Var.	6500	80	12	14	H	20-30	T.D.M.	Beav.	4	4½x6	V	I	1000	Bosch	Kin.	Gas.	Pom.	HC.	Pu.	SP-B&B.	12	8½	SP.	3	64-11	SG	Axle.	0	Tr.
Beeman.......L	265	7	1.9a	550	17¼	5	7¾	U	2- 4	H.B.	Own	1	3½x4½	V	L	1000	Heinze	Kin.	Gas.	Don	CS.	Th.	Co-Own	4½	3¾	No.	1	25-3¼	SG	Axle.	2	Wh.
Bryan... Steam	1970	3	2.50	5500	88	14	15	H	15-30	F.A.K.	Own	2	4 x5	H	S	300	None	No.	Ker.	None	MO.	...	None	24	7½	No.	V.	52-12	SG	Axle.	2	Wh.
Case......12-20	985	3	3.0	4375	65	24	11½	H	12-20	F.A.K.	Own	4	4⅛x5	V	I	1050	Mag.	Kin.	Ker.	Own	HC.	Pu.	SP-TDi.	14¼	6⅜	SP.	2	42-12	SG	Spks.	2	Wh.
Case......18-32	1350	3-4	3.3	6305	76½	27¼	14	H	18-32	F.A.K.	Own	4	4½x6	V	I	1000	Mag.	Kin.	Ker.	Own	HC	Pu.	SP-TDi.	16	7½	SP.	2	52-14	SG	Spks.	2	Wh.
Case......25-45	2550	4-5	3.2	10035	96	40½	15	H	25-45	F.A.K.	Own	4	5½x6¾	V	I	850	Mag.	Kin.	Ker.	Own	HC.	Pu.	ES-Own.	16½	8½	ES.	2	56-16	SG	Spks.	2	Wh.
Caterpillar. 2 Ton	1850	....	3.00	5100	58	11	11	H	15-20	T.D.M.	Own	4	4 x5½	V	I	1000	Eise	Kin.	Gas.	Str.	HC.	Pu.	MD-Own.	11⅝	6½	SG.	3	10	SG	Axle.	0	Tr.
Caterpillar....20	....	....	3.07	7250	....	11½	11¾	H	25-	T.D.M.	Own	4	4 x5½	V	I	1100	Eise	Ens.	....	Pom.	HC.	Pu.	SP-Own	11⅝	6½	SP.	3	....	SG	Hub.	..	Tr.
Caterpillar....30	3000	....	2.62	9100	68	12	11½	H	25-30	T.D.M.	Own	4	4¾x6½	V	I	850	Bosch	Ens.	Gas.	Pom.	HC.	Pu.	SP-Own.	12	8	No.	3	-13	SB.	Hub.	0	Tr.
Caterpillar....60	5000	....	2.63	19100	89	18	14	H	50-60	T.D.M.	Own	4	6½x8½	V	I	650	Bosch.	Ens.	Gas.	Pom.	HC.	Pu.	SP-Own.	16	10	No.	3	16-20	SB.	Hub.	0	Tr.
Cletrac.......K	1775	3	2.25	4390	54	18	7	H	20-27	T.D.M.	Own	4	4 x5½	V	I	1375	Eise	Til.	Ker.	Pom.	HC.	Pu.	SP-B&B.	12	6½	No.	2	22-9½	IG	Axle.	14	Tr.
Cletarc.......W	1145	2	3.00	3840	30	12	12	H	12 -20	T.D.M.	Own	4	4 x5½	V	I	1265	Eise	Kin.	Ker.	Pom.	HC.	Pu.	SP-B&B.	8	6	No.	1	36-8	IG	Axle.	6	Tr.
Cletrac.......A	2775	4	2.4	7000	69	21	5¾	H	30-45	T.D.M.	Wisc.	6	4 x5	V	I	1575	Eise	Til.	Ker.	Pom.	HC.	Pu.	SP-B&B.	15	8½	No.	2	25-13	IG	Axle	8	Tr.
Eagle........H	....	3	2.00	5850	81	13	15	H	13-25	F.A.K.	Own	2	7 x8	H	I	450	Dixie	Sch.	Ker.	Own	MO.	Pu.	ES-Own.	20	8½	ES.	2	48-12	SG	Rim.	2	Wh.
Eagle........H	....	3-4	2.00	6800	88	15	17	H	16-30	F.A.K.	Own	2	8 x8	H	I	450	Dixie	Sch.	Ker.	Own	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG	Rim.	2	Wh.
Eagle........H	....	4-5	2.00	7100	91	16	17	H	20-40	F.A.K.	Own	2	8 x10	H	I	450	Dixie	Sch.	Ker.	Own	MO.	Pu.	ES-Own	24	10	ES.	2	52-12	SG	Rim.	2	Wh.
Eagle........E	....	3-4	2.00	7800	84	14	11½	H	20-35	F.A.K.	Own	2	8 x9	H	I	450	Dixie	Sch.	....	Own	MO.	Pu.	ES-Own.	24	10	ES.	..	....	SG	Axle.	2	Wh.
Eagle H20-40 Sp.	....	4-5	2.00	8150	96	17	17	H	.....	F.A.K.	Own	2	8 x10	H	I	450	Dixie	Sch.	Ker.	Own	MO.	Pu.	ES-Own.	24	10	ES.	2	52-18	SG	Rim.	2	Wh.
E. W. C....5 Ton	3500	6	2.9	10100	77	11	13	H	35-40	T.D.M.	Own	4	5¼x6	V.	L	900	Bosch.	Zen.	Gas.	Pom.	HC	Pu.	MD-Own.	....	....	MD	3	-12	SB.	Hub.	0	Tr.
E. W. C......80	6000	10	2.64	20500	94	17	14	H	.....	T.D.M.	Le Roi	4	6½x7	V	I	850	Bosch	Zen.	....	Pom.	HC.	Pu.	SP-Own	....	....	SP.	..	-12	SG	Hub.	0	Tr.
Fitch Four Drive	2650	4	2 50	6000	86	20	11	H	20-35	S.A.	Clim.	4	5 x6½	V	L	900	Eise	Kin.	Ker	Ben.	MO.	Pu.	SP-B&B.	12	8	JC.	3	42-12	BW.	Axle.	0	Wh.
Fordson.......	495	2	2 .5a	2550	63	21	11⅝	H	..-18	F.A.K.	Own	4	4 x5	V	L	1000	Own	Hol°	Ker.	Own	CS.	Th.	MD-Own.	9½	6½	MD	3	42-12	Wo.	Axle.	2	Wh.
Gray.....25-50	2585	4	3.00	6900	140	34½	18	N	25-50	F.A.K.	Wauk.	4	5 x6¼	V	L	1000	RBos.	°Str	Gas.	Ben.	CS.	Pu.	Co-Own.	11⅜	8⅛	Co.	2	54-54	Cha	Rim.	2	Wh.
Hart-Parr. 12-24	....	2	3.33	4440	76	28	11⅜	H	12-24	F.A.K.	Own	2	5¾x6½	H	I	850	RBos.	Sch.	Ker.	Don	MO.	Pu.	SP-Own.	13	8	SP.	3	46-10	SG	Hub.	2	Wh.
Hart-Parr. 18-36	....	3	3.25	5910	83	32	11⅜	H	18-36	F.A.K.	Own	2	6¾x7	H	I	800	RBos.	Sch.	Ker.	Don	MO.	Pu.	SP-Own.	14	9	SP.	3	52-12	SG	Hub.	2	Wh.
Hart-Parr. 28-50	....	4	3.2	8500	91	32	11⅜	H	28-50	F.A.K.	Own	4	5¾x6½	H	I	850	RBos.	Sch.	Ker.	Don	MO.	Pu.	SP-Own.	14	9	SP.	2	52-14	SG	Hub.	2	Wh.
Huber.. Light 4	....	3	2.50	5000	91	12	16	U	12-25	F.A.K.	Wauk.	4	4½x5¾	V	L	1000	King.	Kin.	Ker.	Ben.	CS.	Pu.	ES-Own.	13	7	ES.	2	60-10	SG	Rim.	2	Wh.
Huber.....18-36	....	3	2.25	7900	92	30	14	U	18-36	F.A.K.	Stea.	4	4¾x6½	V	I	1000	Eise	Ens.	Gas.	Pom.	HC.	Pu.	SP-TDi.	15½	8	SP.	2	56-14	SG	Axle.	2	Wh.
Huber.....20-40	....	4	2.25	8200	93	30	14	U	20-40	F.A.K.	Stea.	4	5⅛x6½	V	I	1000	Eise	Ens.	Gas.	Pom.	HC.	Pu.	MD-TDi.	15½	8	MD	2	56-18	SG	Axle.	2	Wh.
Huber.....25-50	....	5	2.25	8500	93	30	14	U	25-50	F.A.K.	Stea.	4	5½x6½	V	I	1000	Eise	Ens.	Gas.	Pom.	HC.	Pu.	MD-TDi.	15½	8	MD	2	56-20	SG	Axle	2	Wh.
Imperial......E	4500	1	2.25	21000	137	50	18	H	70	S.A.	Own	4	7½x9	H	L	400	K-W.	Kin.	Gas.	Ben.	MO.	Pu.	ES-Own.	30	12	ES.	2	96-24	SG	Spks.	2	Wh.
John Deere...D	....	3	3.45	4150	65	12	10½	U	15-27	F.A.K.	Own	2	6¾x7	H	I	800	Split.	Sch.	G-K	Don	HC.	Th.	MD-Own.	15	7½	MD	2	46-12	Cha	Axle.	2	Wh.
J. T.........45	3500	4	3.4a	10000	74	10	15	H	45-	T.D.M.	Clim.	4	5 x6½	V	L	900	K-W.	Zen.	Gas.	Ben.	HC.	Pu.	MD-Cov.	10	8	MO.	3	-34	SG	Axle.	2	Tr.
LaCrosse.....H	750	3	3.50	4000	90	15½	14	H	12-24	F.A.K.	Own	2	6 x6	H	I	850	K-K.	Kin.	....	Ben.	MO.	Pu.	FD-Own.	10½	8	....	1	....	SI.	Rim.	2	Wh.
Lauson.......S	....	3-4	3.25	5550	84	30	9	U	16-32	F.A.K.	Beav.	4	4½x6	V	I	1100	Dixie	Kin.	Gas.	Taco.	HC.	Pu.	MD-TDi.	16	8	No.	2	48-12	SG	Hub.	2	Wh.
Lauson..... TB	....	3-4	3.3	7580	91	30	9	H	20-40	F.A.K.	Beav.	4	4¾x6	V	I	1040	Split.	Kin.	Gas.	Taco.	HC.	Pu.	MD-TDi.	18	8	No.	2	54-20	SG	Hub.	2	Wh.
Little Giant... B	1000	3	2.50	5200	87	30	12½	H	12-22	F.A.K.	Own	4	4½x5	V	L	900	ABos.	Str.	Ker.	Own	CS.	Pu.	Co-Own.	10	7	ES.	3	54-14	SI.	Rim.	2	Wh.
McCormick.....	....	2	2-4	3650	....	7½	30	U	.....	S.A.	Own	4	3¾x5	V	I	1200	Own	Ens.	Ker.	Pom.	CS.	Th	MD-Own.	14	6½	MD	3	40-6	SB.	Axle.	2	Wh.
McCormick 10-20	....	2	2-4	3900	78	14½	12	U	10-20	F.A.K.	Own	4	4¼x5	V	I	1000	Own	Ens.	Ker.	Pom.	CS.	Th	MD-Own.	15½	7	MD	3	42-12	SB.	Axle.	2	Wh.
McCormick 15-30	....	3	2-4	5750	85	16½	11	U	15-30	F.A.K.	Own	4	4½x6	V	I	1000	Own	Ens.	Ker.	Pom.	CS.	Th	MD-Own.	16¾	9	MD	3	50-12	SB.	Axle.	2	Wh.
Mead-Morr. 55B	....	4	3.00	8900	64	6	....	H	43	T.D.M.	Stea.	4	4¾x6½	V	I	1000	Eise	Sch.	Gas.	Pom.	HC.	Pu.	MD-M&E	12	9	....	3	....	SI.	Rim.	0	Tr.
Minneap. 17-30A	....	3-4	3.2	6400	80⅝	13½	14	H	17-30	F.A.K.	Own	4	4¾x7	V	I	825	ABos.	Sch.	Ker.	Simp.	MO.	Pu.	MD-Own.	15½	7½	MD	2	53-12	SG	Axle.	2	Wh.
Minneap. 17-30B	....	3-4	3.2	7300	90¾	16	14	H	17-30	F.A.K.	Own	4	4⅞x7	V	I	825	ABos.	Sch.	Ker.	Simp.	MO.	Pu.	MD-Own.	15½	7½	MD	2	53-12	SG	Rim.	2	Wh.
Minneap....22-44	....	4-5	2.70	12410	109½	15¼	17	H	22-44	S.A.	Own	4	6 x7	H	I	700	ABos.	Kin.	Ker.	None	MO.	Pu.	CB-Own.	18½	10	ES.	2	62-20	SG	Axle.	2	Wh.
Minneap...35-70	....	8-10	2.10	22500	136	20½	16	N	35-70	S.A.	Own	4	7¼x9	H	I	550	ABos.	Kin	Ker	None	MO.	Pu.	CB-Own.	24	10½	ES.	2	85-30	SG	Axle	2	Wh
Monarch......F	....	10	2.6	21500	91	....	17	H	59	T.D.M.	Le Roi	4	6½x7	V	I	850	ABos.	Zen.	Gas.	Unit.	HC.	Pu.	SP-Own.	14½	11	SP.	3	-15	Cha	Hub.	0	Tr.
Monarch......H	....	5	2.82	12000	84	....	14	H	40	T.D.M.	Stea.	4	5⅛x6½	V	I	1000	ABos.	Zen.	....	Unit.	HC	Pu.	MD-TDi.	12½	9	MD	3	......	Cha	Hub.	2	Tr.
Nichols-Shepard	3320	6-8	2.50	17100	111	....	....	H	25-50	S.A.	Own	2	9 x12	H	I	375	K-W.	Kin.	Ker.	None	MO.	Pu.	CB-Own.	24	9	ES.	1	24-69	SG	Rim.	2	Wh.
Nilson Jr.....E	795	3	2.50	5500	89	16	16	V	16-25	F.A.K.	Wauk.	4	4¼x5¾	V	L	850	King.	Kin.	Ker.	Wil.	CS.	Pu.	SP-Own.	20	6	Sp.	2	50-16	Cha	Axle.	2	Wh.
Pioneer.......G	1600	4	2.50	6500	89	24	14	H	18-36	F.A.K.	Own	4	5½x6	H	L	750	K-W.	Kin.	G-K	Ben.	MO.	Pu.	MD-Own.	14	7	MD	3	60-18	SG	Spks.	2	Wh.
Pioneer.......C	4500	10	2.25	24000	156	24	24	N	40-75	F.A.K.	Own	4	7 x8	H	L	625	K-W.	Kin.	G-K	Ben.	MO.	Pu.	MD-Own.	17½	15	MD	3	96-24	SG	Spks.	2	Wh.
Rock Isl.......D	....	2	2.50	4000	90	25	12	U	9-16	F.A.K.	Wauk.	4	4¼x5¾	V	L	1000	Dixie	Kin.	G-K	Ben.	CS.	Pu.	FD-Own.	12	6	FD.	7	54-8	SG	Rim.	2	Wh.
Rock Isl.......C	....	3	2.75	5650	96	25	12	U	12-20	F.A.K.	Wauk.	4	4½x6¾	V	L	900	Dixie	Kin.	G-K	Ben.	CS.	Pu.	FD-Own.	14	7	FD.	7	57-10	SG	Rim.	2	Wh.
Rock Isl.....M-2	....	1	2.50	2550	80	4⅔	28	H	5-10	F.A.K.	LeRoi.	4	3⅛x4½	V	L	1000	Dixie	Kin.	Gas.	Ben.	CS.	Th	FD-Own.	8	5	FD.	7	46-6	Cha	Rim.	2	Wh.
Rock Isl....15-27	....	3	2.75	5750	96	25	12	U	15-27	F.A.K.	Wauk.	4	4¾x6¾	V	L	900	Dixie	Kin.	G-K	Unit.	CS.	Pu.	FD-Own.	14	7	FD.	7	57-10	SG	Rim.	2	Wh.
Rock Isl.......F	....	3-4	3	4700	76	22	13	U	18-35	F.A.K.	Buda.	4	4½x6	V	L	1000	Split.	Str.	....	Unit.	HC	Pu	SP-TDi.	18	7½	....	..	....	SG	Axle.	2	Wh.
Topp-Stewart...	3500	6	2.50	8000	100	12	12	H	30-45	S·A.	Wauk.	4	4¾x6¾	V	L	950	Eise	Str.	Gas.	Ben.	CS.	Pu.	MD-Hill.	Opt.	8	Opt.	3	42-12	SI.	Rim.	0	Wh.
Toro.......6-10	....	2	2.75	2900	72	11	10½	U	6-10	F.A.K.	LeRoi.	4	3⅛x4½	V	L	1200	Eise	Kin.	Gas.	Own	CS.	Th	CB-Own	8	5	No.	2	41-9	SG	Spks.	2	Wh.
Townsend..12-20	....	2-3	3.0a	4000	72	15	10	H	12-20	F.A.K.	Own	2	6 x8	H	I	600	Split.	Own	Ker.	Opt.	MO.	Th	Sp-Own.	14	7	Sp.	1	45-10	SG	A&R.	2	Wh.
Townsend..20-40	....	4-6	2.50	7200	86	24	17	H	20-40	Opt.	Own	2	7½x9	H	I	480	Split.	Own	Ker.	Opt.	MO.	Pu.	Sp-Own.	20	8	Sp.	1	56-18	SG	Rim.	2	Wh.
Townsend..30-60	....	6-10	2.50	15000	102	30	18	H	30-60	T.D.M.	Own	2	9½x12	H	I	450	Split.	Own	Ker.	Opt.	MO.	Pu.	Sp-Own.	22	10	Sp.	1	60-24	SG	Rim.	2	Wh.
Traylor.....6-12	500	1	2.25	1750	76	20	16	H	6-12	F.A.K.	LeRoi.	4	3⅛x4½	V	L	1000	Split.	Kin.	Gas.	Orem.	HC.	Th	Sp-B&B.	8	6	No.	1	38-10	IG.	Rim.	2	Wh.
Twin City..17-28	1310	3	2.90	5350	84	28½	9⅛	H	17-28	F.A.K.	Own	4	4¼x6	V	I	1000	Bosch.	Hol.	Ker.	Don	HC.	Pu.	Sp-TDi.	16	6½	No.	2	50-12	SG	Axle.	2	Wh.
Twin City..27-44	2750	5	2.90	9200	97	30	13	H	27-44	F.A.K.	Own	4	5½x6¾	V	I	900	Bosch.	Sch.	Ker.	Don	HC.	Pu.	Sp-TDi.	21	8½	No.	2	60-20	SG	Axle.	2	Wh.
Wallis 'Certified'	....	3	3.33	4315	84	28	13	H	20-30	F.A.K.	Own	4	4⅜x5¾	V	I	1000	Bosch.	Kin.	G-K	Own	CS.	Pu.	MD-TDi	19	7¼	MD	2	48-12	SG	Axle.	2	Wh.
Wetmore..12-25	1050	3	3.50	3000	72	15	12½	H	12-25	F.A.K.	Wauk.	4	4 x5¾	V	L	1050	Split.	Sch.	Ker.	None	HC.	Pu.	MD-Ful	12	7	No.	3	46-10	IG.	Spks.	2	Wh.
Wizard....15-25	1925	2-3	3.00	5400	46	12	11	U	15-25	T.D.M.	Herc.	4	4½x5¾	V	L	1000	Split.	Sch.	Gas.	Pom.	HC.	Pu.	MD-B-L.	12	6	FC.	2	32-8°	WC	Hub.	0	Wh.
Wizard....20-35	3100	4-5	2.50	7000	45¼	6	10	U	20-35	T.D.M.	Own	4	5¼x6½	V	L	850	Bosch.	Ens.	Gas.	Pom.	HC.	Pu.	MO-Own.	12	8	MO.	2	33-8°	Cha	Hub.	0	Wh.
Yuba	4500	8	2.08	10130	66	18½	11⅝	U	25-40	S.A.	Own	4	5¼x7	V.	...	800	Bosch.	Str.	Gas.	Pom.	CS.	Pu.	MO-Par.	14	8½	....	2	-17½	SG	Axle.	1	Tr.

ABBREVIATIONS:

- °—Others Used
- a—Average
- ABos—American Bosch
- A-K—Atwater Kent
- A&R—Axle & Rim
- Beav—Beaver
- Ben—Bennett
- B&B—Borg & Beck
- B-L—Brown-Lipe
- B&S—Briggs and Stratton
- Berl—Berling
- BW—Beveled Gear & Worm Gear
- CB—Contracting Band
- Ch.G—Chain and Gear
- Cha—Chain
- Clim—Climax
- Co—Cone
- Cov—Covert
- CS—Circulating Splash
- Don—Donaldson
- Eise—Eisemann
- Ens—Ensign
- ES—Expanding Shoe
- F—F Head Engine
- F.A.K.—Front Axle Knuckle
- FD—Fixing Drum
- Fric—Friction
- Ful—Fuller
- G-K—Gasoline and Kerosene
- Gas—Gasoline
- H—Horizontal
- H.B—Handle Bars
- HC—Hollow Crankshaft
- Her—Hercules
- Hol—Holley
- I—In Head
- IG—Internal Gear
- JC—Jaw Clutch
- Ker—Kerosene
- Kin—Kingston
- Kok—Kokomo
- L—"L" Head
- MD—Multiple Dry Disc
- Mix—Mix with Oil
- MO—Multiple Disc in Oil
- MO—Multi-Feed Mechanical Oiler
- M&E—Merchant & Evans
- N—None
- NW—New Way
- Opt—Optional
- Par—Paragon
- Pom—Pomona
- Pre—Pressure
- Pro—Protectomotor
- Pu—Pump
- RBos—Robert Bosch
- S—Sleeve
- S.A.—Swinging Axle
- SB—Spur Gear and Beveled Gear
- Sch—Schebler
- SG—Spur Gear
- SI—Spur and Internal Gear
- SI.G—Sliding Gear
- Simp—Simplex
- Sp—Special
- SP—Single Plate
- Spks—Spokes
- Split—Splitdorf
- Stea—Stearns
- Str—Stromberg
- SW—Spur and Worm Gear
- TDi—Twin Disc
- T.D.M.—Thru Driving Members
- Th—Thermo-Siphon
- Til—Tillotson
- Tr—Track
- U—Universally
- Unit—United
- V—Vertical
- Wauk—Waukesha
- W-B—Wilcox Bennett
- WC—Worm and Chain
- Wh—Wheel
- Wil—Wilcox
- Wisc—Wisconsin
- Wo—Worm
- Zen—Zenith

American Garden Tractors

MAKE AND MODEL	GENERAL								ENGINE									Clutch	Belt Pulley		TRANSMISSION						
	Price	Operator's Position	Type of Steering	Size Plow Recommended (Ins.)	Plowing or Cultivating Speed (M.P.H.)	Weight (Lbs.)	Ground Clearance (Ins.)	Drawbar Adjustable?	Drawbar-Belt Rating (Hp.)	Make	Number of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Ignition: Make	Fuel System: Carbureter Make and Size (Ins.)	Fuel System: Make of Air Cleaner	Oil: Type of System	Oil: Cooling Circulation by	Type	R.P.M.	Diameter and Face (Ins.)	Type	No. of Forward Speeds	Drive from Engine or Geared to Driving Wheels	Final Drive	No. Driving Wheels	Diameter and Face Driving Wheels (Ins.)	No. Non-Drive Wheels
Beeman...Junior	205	Walk	H-B....	None	¾-3	260	14	U...	½-1	B&S.	1	2½x2½	F.	Own..	Til ½..	Don	CS...	Air..	SP...	800	3½-11½	Direct	1	Gear..	Spokes	2	30-3	0
Beeman.....L	265	Walk	H-B....	7	¾-3	550	7¾	U...	2-4	Own.	1	3½x4½	L.	Heinze	Kin-¾..	Don	CS...	Th..	Sp...	800	4½-3¾	Direct	1	SG....	Rim...	2	25-3½	2
Bolens.....DJ	....	Walk	H-B....	6	3-	320	14	H...	.....	B&S.	1	2½x2½	F.	Own..	Til.....	Don	Spash	Air..	Cone.	250	6-2....	Direct	..	Chain.	Spokes	2	18-3	2
Bolens.....DQ	....	Walk	H-B....	6	3-	345	17	H...	.....	B&S.	1	2¾x3¼	L.	Own..	Til.....	Don	CS...	Air..	Cone.	No..	.....	Direct	1	Chain.	.....	2	18-3	2
Bolens..HB-24-30	....	Walk	H-B....	6	3	400	20	H...	.....	B&S.	1	2½x2½	F.	Own..	Til.....	Don	Spash	Air..	Cone.	250	6-2	Direct	1	Chain.	Spokes	2	18-3	2
Bolens..HB-24-36	....	Walk	H-B....	6	3-	392	20	H...	.....	B&S.	1	2½x2½	F.	Own..	Til.....	Don	CS...	Air..	Cone.	250	6-2	Direct	1	Chain.	.....	2	18-3	2
Bolens..HB-24-43	....	Walk	H-B....	6	2½-	404	20	H...	.....	B&S.	1	2½ 2½	F.	Own..	Til.....	Don	CS...	Air..	Cone.	250	6-2	Direct	..	Chain.	Spokes	2	18-3	2
Bready.....A	233	Walk	H-B....	6	2-	400	11	No...	.....	B&S.	1	4½x2½	T.	B&S.	Zenith...	Don	CS...	Air..	Cone.	2200	2-2	SI.G..	2	Chain.	Spokes	1	20-6	2
Centaur....1925F	345	Ride.	Wheel..	10	1-3	1200	13	U...	2½-5	N-W.	1	3½x4½	I.	Eise...	Zenith...	Own	Pre..	Air..	M.D.	850	4-6	SI.G..	1	Chain.	Axle..	2	28-4	0
Centaur..1926-7G	484	Ride.	Wheel..	12	2½	1240	14	No...	-6	LeRoi	2	3½x4½	L.	Eise...	Zenith...	Pom	CS...	Th.	SP...	1500	5¼-4½	SI.G..	1	Chain.	Axle..	2	28-4	0
Federal.....A	195	Walk	H-B....	7	¾-2¾	250	9½	U...	1½	B&S.	1	2½x2½	L.	Own..	Own.....	Own	CS...	Air..	Jaw..	0	None...	JC....	1	SI....	Axle..	2	20-3	0
G-H-N.....	175	Walk	H-B....	6	1½-3	275	11	V....	.....	Own.	1	2½x2½	L.	Own..	Own-½..	Own	Mix..	Air..	.....	.....	.....	JC....	V.	Chain.	Rim...	2	20-3½	0
Gro-Mor....1928	190	Walk	H-B....	None	1¾	210	15½	No...	1M	B&S.	1	2½x2½	I.	.....	Til.....	No..	Spash	Air..	M.D.	.....	.....	.....	1	Chain.	.....	2	20-3	0
Kinkade.....	190	Walk	H-B....	5	1½-2½	180	9	U...	1½-3	Own.	1	3-3	I.	Berl...	Sch-½..	Own	CS...	Air..	Jaw..	1000	3-3	JC....	1	IG....	Spokes	1	22-5¼	2
Red E (Lawn Mower).....A	190	Walk	H-B....	None	1-4	185	....	No...	½	B&S.	1	2¼x2¼	I.	B&S..	B&S....	B&S	CS...	Air..	M.D.	1750	2-2	Fric...	1	Chain	Axle..	2	11-2½	0
Red E.....1927.	272	Walk	H-B....	7-8	9-3	385	11	U...	1½	Own	1	3¾x4	I.	ABos..	Hol-⅞..	Pro.	CS...	Air..	Jaw..	1200	3-3½	JC....	1	Worm.	Axle..	2	24-4	0
Shaw.....T-25	200	Walk	H-B....	7	¾-2½	250	10½	H...	1-2	B&S.	1	2½x2½	L.	B&S..	Own.....	Don	CS...	Air..	Band	300	5½-2	.....	2	SG....	Spokes	2	26-22	0
Sprywheel....DC	125	Walk	H-B....	4	1½-3	175	11	V....	.....	Own.	1	2½x2½	L.	Own..	Own-½..	Own	Mix..	Air..	Jaw..	0	None...	JC....	1	Ch-G..	IG....	1	20-3½	2
Standard.....	242	Walk	H-B....	6	1½-2½	225	16	U...	½-3	Own.	1	3x3	I.	Kok...	Zenith ½	Own	CS...	Air..	Jaw..	1000	3-3	JC....	1	SG....	Axle..	2	32-3	2
Utilitor.....7	345	Walk	H-B....	1-9	1½-4	765	9	U...	3-5	Own.	1	3⅝x5	L.	Eise°..	Hol-⅞..	Own	CS...	Th.	MO..	1000	4⅛-3¾	Direct	1	IG....	Rim...	2	24¾-4	2
Utilitor.....7-A	395	Ride.	H-B....	1-9	1½-4	925	9	U...	3-5	Own.	1	3⅝x5	L.	Eise°..	Hol-⅞..	Own	CS...	Th.	MO..	1000	4⅛-3¾	Direct	1	IG....	Rim...	2	24¾-4	2

For list of abbreviations see bottom of previous page.

American Electric Trucks

MAKE AND MODEL	Tons Capacity	Chassis Price Without Battery	Wheel Base (Ins.)	TIRES, TYPE AND SIZE: Front (Ins.)	TIRES, TYPE AND SIZE: Rear, (Ins.)	MOTORS: Location	MOTORS: Make	MOTORS: Number	MOTORS: Total Horse Power	CONTROLLER: Location	CONTROLLER: Number of Forward Speeds	DRIVE: First Reduction	DRIVE: Final Drive	DRIVE: Total Gear Reduction	DRIVE: Type of Axle or Jack-shaft	Distance from Ground to Top of Frame at Dash (Ins.)	SPEED (M.P.H.): Loaded	SPEED (M.P.H.): Light
C-T Electric.....H-1	½	$1850	108	S-36x3	S-36x4	Unit with R A..	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	33¼	13	14
C-T Electric.....H1-5	¾	2475	116	S-36x3	S-36x4	Unit with R A..	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	33	13	14
C-T Electric.....F1-5	¾	2475	94	S-36x3½	S-36x4	Unit with R A..	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	32¾	13	14
C-T Electric.....F2	1	2675	96	S-36x3½	S-36x5	Unit with R A..	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	32½	12	14
C-T Electric.....H-2	1	2675	124	S-36x3½	S-36x5	Unit with R A..	G E....	2	3½	Steer C.....	4	Spur....	Spur....	11.5	Flo.....	33	12	14
C-T Electric.....F-4	2	3250	116	S-36x4	S-36x7	Unit with R A..	G E....	2	5	Steer C.....	4	Spur....	Spur....	12.1	Flo.....	35¼	10	12
C-T Electric.....F-6	3	3500	127½	S-36x4	S-36x8	Unit with R A..	G E....	2	5	Steer C.....	4	Spur....	Spur....	12.1	Flo.....	36	9	11
C-T Electric.....F-7	3½	4300	136	S-36x5	S-36x5d	Unit with R A..	G E....	2	7	Steer C.....	4	Spur....	Spur....	17.5	Flo.....	36½	9	11
C-T Electric.....A-7	3½	5150	122	S-36x6	S-36x7	On F & R Axles	G E....	4	7	Steer C.....	4	Spur....	Spur....	17.3	Dead....	38⅛	9	11
C-T Electric.....A-10	5	5450	132	S-36x7	S-36x8	On F & R Axles	G E....	4	7	Steer C.....	4	Spur....	Spur....	20.1	Dead....	38⅝	8	10
C-T Electric.....F-10	5	4500	152	S-36x6	S-36x6d	Unit with R A..	G E....	2	7	Steer C.....	4	Spur....	Spur....	20.5	Flo.....	37	8	10
C-T Electric.....F-14	7	5000	152	S-36x7	S-36x7d	Unit with R A..	G E....	2	7	Steer C.....	4	Spur....	Spur....	24.5	Flo.....	38	6	8
Electruck.....48	1	2000	112	S-34x4	S-34x5	Sep Unit.....	G E....	2	5.7	Under F.....	4	Chain...	Chain...	6.0	Dead....	35	18	.....
Electruck.....39	2	2500	135	S-34x4	S-34x6	Sep Unit.....	G E....	2	5.7	Under F.....	4	Chain...	Chain...	6.0	Dead....	35	18	.....
Electruck.....27	7½	6000	168	S-36x7	S-40x14	Sep Unit.....	G E....	2	13.6	Under F.....	5	Chain...	Chain...	6.0	Dead....	37½	18	.....
Lansden.....	¾	1000	108	P-29x4½	P-29x4½	On Frame.....	G E....	1	2½	Under F.....	4	None...	Bevel...	6.37	¾ Flo..	28	18	Var...
Lansden.....	1½	2000	124	S-36x3½	S-36x5	On Frame.....	G E....	1	3	Under F.....	4	None...	Bevel...	6.37	¾ Flo..	34	15	Var...
Lansden.....	2½	2500	133	S-36x4	S-36x4d	On Frame.....	G E....	1	4½	Under F.....	5	Bevel...	Spur....	9.75	¾ Flo..	36	14	Var...
Lansden.....	3½	3000	133	S-36x5	S-36x5d	Unit with J S..	G E....	1	6	Under F.....	5	Bevel...	R-Cha...	13.0	Flo.....	39	12	Var...
Lansden.....	5½	3500	146	S-36x6	S-36x6d	Unit with J S..	G E....	1	7½	Under F.....	5	Bevel...	R-Cha...	14.0	Flo.....	39	10	Var...
O. B.....B	2	2650	107	S-36x4	S-36x3½d	Unit with J S..	G E....	1	.....	Under S.....	Var..	S-Cha...	S-Cha...	.....	Dead....	.....	13	15
O. B.....C	3½	3750	135	S-36x5	S-36x4d	Unit with J S..	G E....	1	.....	Under S.....	Var..	S-Cha...	R-Cha...	.....	Dead....	.....	10	11
O. B.....D	5	3950	143	S-36x6	S-36x5d	Unit with J S..	G E....	1	.....	Under S.....	Var..	S-Cha...	S-Cha...	.....	Dead....	.....	10	11
Walker.....20	¾-1	.....	94	S-34x3½	S-36x4	Unit with R A..	West....	1	.....	Under S.....	5	None...	Spur....	14.8	Flo.....	34	Var...	Var...
Walker.....25	1-1½	.....	101	S-34x4	S-36x5	Unit with R A..	West....	1	.....	Under S.....	5	None...	Spur....	14.8	Flo.....	34	Var...	Var...
Walker.....10	....	.....	108	S-32x3½	S-32x4	Unit with D S..	G E....	1	.....	Under F.....	4	None...	Spur....	6.3	½ F.....	27	Var...	Var...
			124	P-30x5	P-30x5													
Walker.....45	2-2½	.....	114	S-36x4	S-36x6	Unit with R A..	West....	1	.....	Under S.....	5	None...	Spur....	14.6	Flo.....	35	Var...	Var...
Walker.....50	2½-3	.....	126	S-36x8	S-36x5	Unit with R A..	West....	1	.....	Under S.....	5	None...	Spur....	14.6	Flo.....	35	Var...	Var...
Walker.....65	3½-4½	.....	131	S-36x5	S-40x5d	Unit with R A..	G E....	1	.....	Under S.....	5	None...	Spur....	13.8	Flo.....	39	Var...	Var...
Walker.....75	5-7	.....	141	S-36x6	S-40x6d	Unit with R A..	G E....	1	.....	Under S.....	5	None...	Spur....	13.8	Flo.....	39	Var...	Var...
Ward.....A211	½	.....	88	S†-32x3	S†-32x3½	Unit with D S..	G E**...	1	3	Under F.....	4	None...	Worm...	14.6	½	28	Var...	Var...
Ward.....B-232	¾-1	.....	91	S-32x3½	S-32x4	Unit with D S..	G E**...	1	4	Under F.....	4	None...	Worm...	14.6	½ F.....	30	Var...	Var...
Ward.....C-221	1½-2	.....	96	S-32x3½	S-34x5	Unit with D S..	G E**...	1	4.2	Under F.....	4	None...	Worm...	14.6	½ F.....	31	Var...	Var...
Ward.....E-242	2½-3	.....	114	S-34x5	S-36x7	Unit with D S..	G E**...	1	5	Under F.....	4	None...	Worm...	14.6	½ F.....	32	Var...	Var...
Ward.....G-232	3½-4	.....	128	S-36x5	S-36x8	Unit with D S..	G E**...	1	6	Under F.....	4	None...	Worm...	17.0	½ F.....	33	Var...	Var...
Ward.....J-232	5-6	.....	160	S-36x6	S-36x10	Unit with D S..	G E**...	1	8	Under F.....	5	None...	Worm...	15.67	½ F.....	35½	Var...	Var...
Ward.....M-232	7½	.....	160	S-36x7	S-36x14	Unit with D S..	G E**...	1	10	Under F.....	5	None...	Worm...	15.67	½ F.....	37¾	Var...	Var...

ABBREVIATIONS:
*—1927 Specifications.
**—And Westinghouse.
†—Pneumatics optional.
Back S—Back of Seat.
d—Dual.
½ F—Semi-Floating.
¾ Flo—¾ Floating
Flo—Full Floating.
G. E.—General Electric.
On F & R Axles—On Front and Rear Axles.
P—Pneumatic.
R-Cha—Roller Chain.
S—Solid.
S-Cha—Silent Chain.
Sep Unit—Separate Unit.
Steer C—Steering Column.
Under F—Under floor board.
Under S—Under Seat.
Unit with D S—Unit with Drive Shaft.
Unit with J S—Unit with Jack-shaft.
Unit with R A—Unit with Rear Axle.
Var—Varies according to make and capacity of battery employed.
West—Westinghouse.

American

MAKE AND MODEL	ENGINE														IGNITION AND LIGHTING SYSTEM					
										Carbureter		Oiling System				Ignition		Lighting		
	Type	Number of Cylinders—Bore and Stroke (Ins.)	Cycle	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Valve Arrangement	Piston Material	Make	Size (Ins.)	Type	Pump Type	Lubricant Type	Type	Current Source	Make	Stock or Optional	Type	Make
Ace	Vert	4-2¾x3¼	4	12.10	22-3800	77.2	OhI Si E	Cast I	Schebler	1⅛	F Press	Gear	OO	Ge&Ig SeU	Mag	Split	Stk	Ele	Split
Ace	Vert	4-2¾x3¼	4	12.10	24-4000	77.2	OhI Si E	Alum A	Schebler	1⅛	F Press	Gear	OO	Ge&Ig SeU	Mag	Split	Stk	Ele	Split
Cleveland JS	Vert	4-2½x3	4	10.00	25-4000	61.0	OhI Si E	Cast I	Schebler	1	Splash	Gear	OO		Bat	RBosch	Stk	Ele	Split
Emblem 106	Vee	2-2⅝x3	3	5.51	5-1800	50.0	OhI Si E	Cast I	Schebler	¾	Press	Gear	OO	Ign Syst only	Mag	Eric	Stk	Opt	Any
Evans Power Cycle G	Vert	1-2 x1¾	2		1.5-3000	5.5	3 Port	Cast I	Own	⅝	Splash	None	OG	Ge&Ig Comb	Mag	Bosh	Stk	Ele	Bosch
Excelsior Super X	Vee	2-3 x3⅛	4	7.20	15-3400	45.5	OhI Si E	Alum A	Schebler	1	Splash	Pist	OO	Ge&Ig SeU	Mag	Split	Stk	Ele	Split
Excelsior Super Sport X	Vee	2-3 x3⅛	4	7.20	25-4500	45.5	OhI Si E	Alum A	Schebler	1¼	Splash	Pist	OO	Ge&Ig SeU	Mag	Split	Stk	Ele	Split
Harley-Davidson 28B	Vert	1-2⅞x3¼	4	3.31	8-4600	21.1	Si by Si	Mn A	Schebler	1⅛	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Harley-Davidson 28BA	Vert	1-2⅞x3¼	4	3.31	12-5000	21.1	In Head	Alum A	Schebler	1¼	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Harley-Davidson 28J	Vee	2-3⅛x3½	4	8.76	19-3800	60.3	OhI Si E	Cast I	Schebler	1¼	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Harley-Davidson JXL	Vee	2-3⅛x3½	4	8.76	21-3800	60.3	OhI Si E	Mn A	Schebler	1¼	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Harley-Davidson JDXL	Vee	2-3⅛x4	4	9.45	24-3800	74.0	OhI Si E	Mn A	Schebler	1¼	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Harley-Davidson JH	Vee	2-3⅛x3½	4	8.76	23-4300	61.0	OhI Si E	Mn A	Schebler	1¼	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Harley-Davidson JDH	Vee	2-3⅛x4	4	9.45	26-4500	74.0	OhI Si E	Mn A	Schebler	1¼	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Harley-Davidson 28JD	Vee	2-3⅛x4	4	9.45	24-4000	74.0	OhI Si E	Cast I	Schebler	1¼	Splash	Pist	OO	Ge&Ig Comb	Bat	Own	Stk	Ele	Own
Henderson DeLuxe	Vert	4-2½x3½	4	11.56	27-3400	79.4	Si by Si	Alum A	Zenith	1	F Press	Gear	OO	Ge&Ig SeU	Mag	Split	Stk	Ele	Split
Indian "GE-28" Scout	Vee	2-2¾x3	4	6.05	13.0-3400	36.4	Si by Si	Cast I	Schebler	1	Splash	Pist	OO	Ign Syst only	Mag	Split	Stk	Ele	Split
Indian "GEP-28" Scout	Vee	2-2⅞x3½	4	6.61	15.9-3800	45 4	Si by Si	Cast I	Schebler	1	Splash	Pist	OO	Ign Syst only	Mag	Split	Stk	Ele	Split
Indian "HE-28" Chief	Vee	2-3⅛x3½	4	7.81	19.2-3400	60.9	Si by Si	Cast I	Schebler	1¼	Splash	Pist	OO	Ign Syst only	Mag	Split	Stk	Ele	Split
Indian "HEP" BigChief	Vee	2-3¼x4⅞	4	8.45	22-3400	73 6	Si by Si	Cast I	Schebler	1¼	Splash	Pist	OO	Ign Syst only	Mag	Split	Stk	Ele	Split
Indian "LE-28" Prince	Vert	1-2¾x3½	4	3.02	8.5-4000	21.2	Si by Si	Cast I	Schebler	1	Splash	Pist	OO	Ign Syst only	Mag	Split	Stk	Ele	Split
Indian Ace	Vert	4-2¾x3½	4	12.10	24.5-4000	77.2	OhI Si E	Alum A	Schebler	1	F Press	Gear	OO	Ign Syst only	Mag	Split	Stk	Ele	Split
Ner-A-Car Type B	Vert	1-2⅝x2⅞	2	4.0	5-2500	15.5	3 Port	Cast I	Brown&B	1⅛	Splash	None	OG	Ge&Ig SeU	Mag	Eisem	Stk	Ele	Eisem

ABBREVIATIONS:

Alum A—Aluminum Alloy.
Bat—Battery.
Brown & B—Brown & Barlow.
Cast I—Cast Iron.
Chann—Channel Steel.
Diam—Diamond.
D Loop—Double Loop.
Dry D—Dry Disk.
Eisem—Eisemann.
Ele—Electric.
Eric—Ericsson.
Ext—External
E-R—External Rear.
F Press—Full pressure.
Fric—Friction.
Ge & Ig Comb—Generator and Ignition Units Combined.
Ge & Ig Se U—Generator and Ignition Separate Units.
G on HB—Grip on Handle Bars.
HS—Helical Spring.
Hand L—Hand Lever.
I-F—Internal Front.
Ign Syst only—Ignition System only.
Int—Internal.

American

MAKE AND MODEL	GENERAL				ENGINE																								
												Valves				Oiling System			Fuel System		Electrical System								
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Arrangement	Head Material	Drive	Piston Material	Pressure to	Pump Type	Water Circulation	Carbureter Make	Fuel Feed	Ignition Make	Ignition Current Source	Generator and Starter Make	Voltage				
§§Bauer	2450	115	30x5	4100	Buda WTU	4-3¾x5¼	22.50	226.4	4.10	3	Det	4	L	Ast	Heli	SS	ab	Gear	Pump	Zenith	Vac	ABos	B	ABos	6-8				
§§Driggs	1950	109	30x3½	2200	Own	4-3¼x4½	16.90	149.0																					
Getfredson 24 T		116⅝	32x6.20	4180	Buda WTU	4-3¾x5½	22.50	226.4	4.10	3	Det	4	L	CI	Heli	SS	ab	Gear	Pump	Zenith	Vac	RBos	BM	D-R	6-8				
Premier 4-F	2400	112	30x5	4150	Buda WTU	4-3¾x5½	22.50	226.4	4.10	3	Det	4	L	Ast	Heli	SS	ab	Gear	Pump	Zenith	Vac	ABos	B	ABos	6-8				
Rauch & Lang T	2350	112	33x4½	3400	Buda WU	4-3¾x5½	22.50	226.4	4.10	3	Int	4	L	Ast	Heli	SS	ab	Gear	ThS	Zenith	Gra	ABos	M	†Dyne‡	6-8				
Yellow 05	2450	114	30x5	4175	Own 8	4-3½x5	18.90	185.6	4.8	4	Det	4	S	None	Cha	CI	ab	Gear	ThS	Zenith	Gra	N-E	B	N-E	6-8				
Yellow O6		122	30x5	4600	Buick Std.6	6-3½x4½	23.4	207.0		3	Det	6	I	Sil§	Heli	CI	abf	Gear	Pump	Marvel	Vac	D-R	B	Delco	6-8				
Yellow D10	1795	114	30x5	3900	Cont 18U	6-3¼x4⅝	25.3	230.2	4.5	3	Det	6	L	Sil§	Cha	CI	ab	Gear	Pump	Zenith	Vac	D-R	B	D-R	6-8				

ABBREVIATIONS:

*—At extra cost.
°—Others furnished..
§§—1927 specifications.
§—Exhaust valve only.
†—Starter at extra cost.
‡—Starter Make Gray & Davis
a—Main Bearings
A—Artillery
A-Bos—American Bosch
Al—Aluminum
Ast—Alloy Steel
b—Connecting Rods
B—Battery
B-L—Brown-Lipe
B&B—Borg & Beck
BM—Battery & Magneto
c—Camshaft Bearings
C&L—Cam and Lever
Cha—Chain
CI—Cast Iron
Col—Columbia
Cont—Continental
CR—Central Reservoir
d—Wrist Pins
D—Disk
Det—Detachable
Det—Detroit
D-R—Delco-Remy
Dyne—Dyneto
e—Gear Case
Ecc—Eccentric
Eng—Unit with Engine
E-P—Electric Pump
Ext-Ds—External Drive Shaft
Ext-Fw—External Four Wheels
Ext-Rw—External Rear Wheel
f—Fabric
f—(Oiling System)—Rocker Arm
¾ F—¾ Floating
½ F—½ Floating
Gra—Gravity
F F—Full Floating
Gem—Gemmer

Motorcycles

TRANSMISSION											WHEELS AND FRAME							MISCELLANEOUS					Weights		Prices		MAKE AND MODEL
Clutch		Gearset				Gear Ratios										Brakes											
Type	Controlled by	Type	Number of Forward Speeds	Reverse Gear Fitted?	Rear Wheel Sprung?	Engine to Gearset	Low	Second	Third	Final Drive Type	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front Spring Type	Starting System	Foot	Hand	Maximum High Speed (M.P.H.)	Gasoline Tank Capacity (Gals.)	Oil Tank Capacity (Qts.)	Height of Saddle Above Ground (Ins.)	Minimum Road Clearance (Ins.)	Electrically Equipped (Lbs.)	Not Equipped (Lbs.)	Equipped	Not Equipped	
Oil D.	P&HL.	Prog.	3	No.	No.	....	....	....	....	Chain.	56	27x3½	Diam.	HS.	Kick.	Ext.	Ext.	75	3¾	4	26¼	4½	395	...	400.00	.....	Ace.....F
Oil D.	P&HL.	Prog.	3	No.	No.	....	....	....	....	Chain.	56	27x3½	Diam.	HS.	Kick.	Ext.	Ext.	85	3¾	4	26¼	4½	395	...	420.00	.....	Ace.....SF
Dry D	Pedal.	Prog.	3	No.	No.	1.64	4.5	6.7	10.5	Chain.	59	27x3.8	DLoop	HS.	Kick.	Ext.	Int...	85	4	2½	27	....	350	...	365.00	.....	Cleveland.....JS
Dry D	P&GH.	Fric.	3	No.	No.	1.50	8.00	5.00	3.00	Chain.	52	25x2½	Loop.	HS.	Kick.	Ext.	None	50	2	2	29	....	220	210	240.00	200.00	Emblem.....106
None.	None...	None	1	No.	No.	No.	10.10	No.	No.	Belt...	49	26x2	Loop.	HS.	Pedal	Hub.	None	30	1½	....	30	6	72	...	120.00	.....	Evans Power Cycle....G
Oil D.	Pedal.	Prog.	3	No.	No.	2.56	12.00	8.00	5.00	Chain.	56½	25x3.8	DLoop	HS.	Kick.	Ext‡.	None	65	3	3	....	....	320	290	310.00	275.00	Excelsior Super.....X
Oil D.	Pedal.	Prog.	3	No.	No.	2.56	12.00	8.00	5.00	Chain.	56½	25x3.8	DLoop	HS.	Kick.	Ext‡.	None	90	3	3	26	5	320	290	350.00	315.00	Excelsior Super Sport..X
Dry D	Pedal.	Prog.	3	No.	No.	2.42	13.48	8.98	5.99	Chain.	55	26x3.3	Loop.	HS.	Kick.	E-R.	I-F.	55	3	3	....	4¾	287	...	235.00	.....	Harley-Davidson....28B
Dry D	Pedal.	Prog.	3	No.	No.	2.30	14.84	9.15	5.69	Chain.	55	26x3.3	Loop.	HS.	Kick.	E-R.	I-F.	65	3	3	26	4¾	291	...	255.00	.....	Harley-Davidson...28BA
Dry D	Pedal.	Prog.	3	No.	No.	2.59	9.70	6.47	4.31	Chain.	60	27x3.8	Loop.	HS.	Kick.	E-R.	I-F.	68	4¼	4	27	5	415	...	310.00	.....	Harley-Davidson....28J
Dry D	Pedal.	Prog.	3	No.	No.	2.75	9.16	6.10	4.07	Chain.	60	25x3.8	Loop.	HS.	Kick.	Ext.	Int...	73	3¾	4	26	....	411	...	325.00	.....	Harley-Davidson....JXL
Dry D	Pedal.	Prog.	3	No.	No.	2.59	8.62	5.75	3.83	Chain.	60	25x3.8	Loop.	HS.	Kick.	Ext.	Int...	80	3¾	4	26	....	416	...	335.00	.....	Harley-Davidson..JDXL
Dry D	Pedal.	Prog.	3	No.	No.	2.75	9.16	6.10	4.07	Chain.	60	25x3.8	Loop.	HS.	Kick.	Ext.	Int...	78	3¾	4	26	....	421	...	360.00	.....	Harley-Davidson....JH
Dry D	Pedal.	Prog.	3	No.	No.	2.59	8.62	5.75	3.83	Chain.	60	25x3.8	Loop.	HS.	Kick.	Ext.	Int...	85	3¾	4	26	....	426	...	370.00	.....	Harley-Davidson...JDH
Dry D	Pedal.	Prog.	3	No.	No.	2.59	9.47	6.32	4 21	Chain.	60	27x3.8	Loop.	HS.	Kick.	E-R.	I-F.	75	4¼	4	27	5	424	...	320.00	.....	Harley-Davidson...28JD
Oil D.	Pedal.	Prog.	3	*	No.	1.60	12.00	7.30	4.50	Chain.	60	27x3.8	DLoop	HS.	Kick.	Ext‡.	None	75	4	4	27	5¼	408	375	435.00	400.	Henderson.....DeLuxe
Oil D.	Pedal.	Prog.	3	No.	No.	2.55	11.97	7.62	4.85	Chain.	54	25x3.8	DLoop	LS.	Kick.	Ext.	None	....	3⅛	3.0	28.5	....	346	...	285.00	.....	Indian..."GE-28" Scout
Oil D.	Pedal.	Prog.	3	No.	No.	2.55	10.78	6.86	4.36	Chain.	54	25x3.8	DLoop	LS.	Kick.	Ext.	None	....	3⅛	3	28½	....	360	...	310.00	.....	Indian..."GEP-28" Scout
Oil D.	Pedal.	Prog.	3	No.	No.	2.55	11.97	7.62	4.85	Chain.	60½	27x3.8	DLoop	LS.	Kick.	Ext.	None	....	3⅛	3.0	29.5	....	406	...	325.00	.....	Indian..."HE-28" Chief
Oil D.	Pedal.	Prog.	3	No.	No.	2.55	11.43	7.27	4.63	Chain.	60½	27x3.8	DLoop	LS.	Kick.	Ext.	None	....	3⅛	3.0	29.5	....	416	...	335.00	.....	Indian..."HEP" Big Chief
Dry D	P&HL.	Prog.	3	No.	No.	2.43	16.02	8.90	6.05	Chain.	54	25x3.3	Keyst.	HS.	Kick.	Ext.	None	....	2¼	2½	26½	....	271½	...	235.00	.....	Indian..."LE-28" Prince
Oil D.	P&HL.	Prog.	3	No.	No.	1.65	9.71	7.84	4.12	Chain.	59	28x3.8	DLoop	HS.	Kick.	Ext.	.....	....	3¾	4	26½	....	395	...	420.00	.....	Indian.....Ace
Fric...	Gon HB	Fric..	5	No.	No.	5.75	11.50	8.62	7.18	Chain.	56	26x3.3	Chann	HS.	Kick.	Int..	Int*.	35	2	....	28	6	190	...	190.00	.....	Ner-A-Car.....Type B

Keyst—Keystone.
LS—Leaf Spring.
Mag—Magneto.
Mn A—Manganese Alloy.
O G—Mix Oil with Gasoline.
Oh I Si E—Overhead Inlet, Side Exhaust.
Oil D—Oil Disk.
O O—Oil Only.
Opt—Optional.
P & G H—Pedal and Grip on Handle Bars.
P & H L—Pedal and Hand Lever.
Pist—Piston.
Press—Pressure.
Prog—Progessive Sliding.
RBosch—Robert Bosch.
Si by Si—Side by Side.
Split—Splitdorf.
Sp Pr—Splash with Pressure.
Stk—Stock Equipment.
Vert—Vertical.
*—Optional at extra cost.
°—Operated by Heel.
**—Aluminum piston at extra cost.
†—Crank Case capacity.
‡—Foot Internal Brake at extra cost.

Taxicabs

TRANSMISSION												RUNNING GEAR									MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle					Brakes				Steering Gear					
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Type and Location		Shackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
													Foot	Hand									
Fuller.	S P.	Fuller.	Eng...	3	2-Blood.	m....	Col...	FF...	S B...	4.50	Sp....	Sp....	Ext-Rw...	Ext-Ds...	m...	Col...	Gem.	W & S...	P G...	55½	D..	Smith...	§§Bauer.....
Fuller.	M D D...	Fuller.	Eng...	3	2-Spicer.	m....	Own...	¾ F...			Sp....	Sp....	Ext-Rw...	Int-Rw...	m...	Sal...	Lav...	W & W...				Own....	§§Driggs.....
Long...	S P	Det...	Eng...	3	2-Spicer.	m....	Sal...	½ F...	S B...	5.1	Sp....	Sp....	Ext-Fw...	Ext-Ds...	m...	Sal...	Ross.	C & L...	P G...	56⅛	C.	Mid....	Gotfredson.....24 T
Fuller.	M D D...	Fuller.	Eng...	3	2-Pick...	f....	Col...	¾ F...	S B...	4.50	Sp....	Sp....	Ext-Rw...	Ext-Ds...	r...	Col...	Ross.	C & L...	P G...	59⅛	D..	P & B...	Premier.....4F
Detlaff.	M D D...	Det...	Eng...	3	2-Spicer.	m....	Sta...	½ F...	S B...	5.10	Sp....	Sp....	Ext-Rw...	Ext-Ds...	m...	Sta...	Gem.	W & W...	P G...	59½	D..	P & B...	Rauch & Lang.....T
B-L.	M D O...	B-L.	Eng...	3	1-Spicer.	m....	Tim...	½ F...	S B...	°4.9	Sp....	Sp....	Ext-Rw...	Ext-Ds...	r...	Tim...	Ross.	C & L...	P G...	56¾	D..	P & B...	Yellow.....05
Buick.	M D D...	Mun.	Eng...	3	1-Spicer.	m....	Tim...	½ F...	S B...	4.9	Sp....	Sp....	Ext-Fw...	Ext-Ds...	r...	Tim...	Ross.		P G...	56¾	D..	Mid....	Yellow.....06
Long...	M D D...	Det...	Eng...	3	1-Spicer.	m....	Tim...	½F...	S B...	4.8	Sp....	Sp....	Int-Fw...	Ext-Ds...		Tim...	Ross.	C & L...	P G...	57½	D..		Yellow.....D10

Heli—Helical Gear
Hyd—Hydraulic
I—In Head
Int—Integral
Int-Rw—Internal Rear Wheel
L—Both Valves at Side
Lav—Lavine
Lyc—Lycoming
M—Magneto
m—Metal
Mech—Mechanics Machine Co.
MDD—Multiple Dry Disc
MDO—Multiple Disc in Oil
Mid—Midland
Mun—Muncie
N-E—North East
O—Optional
P&B—Parish & Bingham
P G—Pressure Gun
r—Rubber
RBos—Robert Bosch
S—Sleeve Type
Sal—Salisbury
S B—Spiral Bevel
Sil—Silicon Chromium
S&N—Screw and Nut
Sp—Springs
Spl—Splash
SpP—Splash with Pressure
S P—Single Plate
S S—Semi Steel
Sta—Standard
Th S—Thermo Siphon
Tim—Timken
TT—Torque Tube
Vac—Vacuum
WarG—Warner Gear
Wauk—Waukesha
West—Westinghouse
W & G—Worm and Gear
W&N—Worm and Nut
W & S—Worm and Sector
W & W—Worm and Wheel

American Stock

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Lower Half: Material	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	PISTONS: Number of Rings per Piston
Automatic J5½	T. & Tr.	4-5½x7	48.40	48-800	665.2	4.0	4	Int..	1	Sep..	Iron..	Iron..	L...	Sil...	2.25	.44	Spur..	None..	CI....	7.00	100.0	1.43x4.62	Rod...	4
Automatic M	T. & Tr.	4-6½x8	67.10	62-675	1061.7	4.0	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil...	2.50	.56	Spur..	None..	CI....	9.00	356.0	1.68x1.12	Rod...	4
Automatic N	T & Tr.	4-7½x9	89.80	75-540	1588.0	4.0	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil...	3.00	.56	Spur..	None..	CI....	10.50	548.0	2.00x7.12	Rod...	4
Automatic R	T & Tr.	4-8½x10	111.50	100-500	2288.0	4.0	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil...	3.25	.68	Spur..	None..	CI....	12.31	752.0	2.43x8.00	Rod...	4
‡**Beaver** JD, JC	Tractors	6&4-4¾x6	54.15	76°-1000	637.9°	4.5	3, 4	Det..	2	Sep..	Iron..	Iron..	I...	Tun..	2.00	.37	Heli...	None..	CI....	5.31	92.0	1.50x4.50	Pist...	4
‡**Beaver** JB	Tractors	4-4¾x6	36.10	46-1200	425.3	....	3, 4	Det..	4	Sep..	Iron..	Iron..	I...	Tun..	2.00	.37	Heli...	None..	CI....	5.31	134.0	1.50x4.25	Pist...	4
‡**Beaver** JA	Trucks	4-4½x6	32.40	41-1100	381.7	4.5	3, 4	Det..	4	Sep..	Iron..	Iron..	I...	Tun..	2.00	.37	Heli...	None..	CI....	5.31	118.0	1.50x4.25	Pist...	4
‡**Beaver** RA, RD	Tractors	4&6-5¾x7	52.90°	83°-1000	727.0°	4.5	4	Det..	2	Sep..	Iron..	Iron..	I...	Tun..	2.56	.37	Heli...	None..	CI	6.25	112.0	1.50x5.25	Pist...	4
‡**Beaver** RE, RB	Tractors	6&4-6 x7	86.50°	.....	.....	4.5	4	Det..	2	Sep..	Iron..	Iron..	I...	Tun..	2.56	.37	Heli...	None..	CI	6.56	120.0	1.50x5.25	Pist...	4
‡**Beaver** RX, RY	Tractors	4&6-6½x	67.60°	115-1100	928.5°	4.	4	Det..	2	Sep..	Iron..	Iron..	I...	Tun..	2.50	.37	Heli...	None..	CI	7.50	246.	1.75x6	Pist...	4
Buda GL6	T. Buses	6-4½x6	48.60	108-2200	572.5	4.25	3	Det..	6	Sep..	Al...	Al...	L...	ASt..	2.50†	.31†	Heli...	None..	CI	6.25	108.0	1.62x3.75	Flo...	4
Buda WTU	Trucks	4-3¾x5⅛	22.50	37-1850	226.4	4.1	3	Det..	4	Sep..	Iron..	Iron..	L...	ASt..	1.68†	.28†	Heli...	None..	CI....	4.50	55.2	1.06x3.25	Rod...	4
Buda KBUI	Buses & T.	4-4 x5¼	25.60	43-1800	263.9	....	3	Det..	4	Sep..	Al...	Al...	L...	ASt..	1.87†	.28†	Heli...	None..	CI....	5.00	62.5	1.06x3.44	Rod...	4
Buda KTU	Trucks	4-4 x5¼	25.60	43-1800	263.9	4.1	3	Det..	4	Sep..	Iron..	Iron..	L...	ASt..	1.87†	.28†	Heli...	None..	CI....	5.00	71.5	1.06x3.44	Rod...	4
Buda EBUI	Buses & T.	4-4¼x5½	28.90	48-1850	312.0	4.1	3	Det..	4	Sep..	Al...	Al...	L...	ASt..	2.82†	.31†	Heli...	None..	CI....	5.37	73.0	1.12x3.68	Rod...	4
Buda ETU	Trucks	4-4¼x5½	28.90	37-1550	312.0	3.8	3	Det..	4	Sep..	Iron..	Iron..	L...	ASt..	2.82†	.28†	Heli...	None..	CI....	5.37	95.5	1.12x3.68	Rod...	4
Buda YBUI	Buses & T.	4-4½x6	32.40	60-1700	381.7	4.2	3	Det..	4	Sep..	Al...	Al...	L...	ASt..	2.31†	.28†	Heli...	None..	CI....	6.25	95.5	1.25x3.87	Rod...	4
Buda YTU	Trucks	4-4½x6	32.40	50-1400	381.7	4.0	3	Det..	4	Sep..	Iron..	Iron..	L...	ASt..	2.31†	.28†	Heli...	None..	CI....	6.25	120.5	1.25x3.87	Rod...	4
Buda BTU	Trucks	4-5 x6½	40.00	53-1250	510.5	3.8	3	Det..	4	Sep..	Iron..	Iron..	L...	ASt..	2.43†	.31†	Heli...	None..	CI....	6.75	145.2	1.37x4.37	Rod...	4
Buda BUS	Buses & T.	6-4 x5⅛	38.40	78-2250	386.4	4.1	3	Det..	6	Sep..	Al...	Al...	L...	ASt..	2.12†	.31†	Heli...	None..	CI....	5.00	56.0	1.44x3.18	Flo...	4
Buda HS-6A	Cars, T & B.	6-3⅜x4½	27.33	52-2200	241.6	4.61	3	Det..	6	Sep..	Iron..	Al...	L...	Ast..	1.65†	.31e	Heli...	None..	CI....	3.87	46.0	1.12x2.62	Flo...	4
Buda DS6	Cars	6-3⅜x5	31.50	60-2200	309.6	4.47	3	Det..	6	Sep..	Iron..	Al...	L...	Ast..	1.87†	.31e	Heli...	None..	CI....	4.37	.....	1.37x2.87	Flo...	4
Buda JV-6	Industrial, Tr.	6-5¾x7¼	79.35	125-1000	1130.16	4.34	....	Det..	2	Sep..	Iron..	Iron..	L...	Sil-e..	2.78	.44	Heli...	None..	CI....	6.87	172	3.25x6.87	Flo...	4
Buda JH-6	Industrial, Tr.	6-6x7¼	86.4	135-1000	1230	4.28	....	Det..	2	Sep..	Iron..	Iron..	L...	Sil-e..	2.78	.44	Heli...	None..	CI....	6.87	196	2.00x5.12	Flo...	4
Buda GF-6	Buses & T.	6-4¾x6	54.15	112-1800	638	4.30	3	Det..	6	Sep..	Al...	Al...	L...	Sil-e..	2.50	.31	Heli...	None..	CI....	6.12	94	1.62x4.00	Flo...	4
Buda FR	T & Tr.	4-5½x6½	48.4	63-1000	618	4.00	3	Det..	4	Sep..	Iron..	Iron..	L...	Sil-e..	2.43	.31	Heli...	None..	CI....	6.75	144	1.37x1.87	Rod...	4
Buda DW-6	Cars & T.	6-3¾x5	33.75	73-2200	331	4.60	3	Det..	6	Sep..	Iron..	Al...	L...	Sil-e..	1.97	.31	Heli...	None..	CI....	4.37	48	1.37x3.00	Flo...	4
Buda JV-4	Tractors	4-5¾x7⅛	52.9	80-1000	749	4.26	3	Det..	2	Sep..	Iron..	Iron..	L...	Sil-e..	2.78	.31	Heli...	None..	CI....	6.87	172	2.00x4.87	Flo...	4
Duda JH-4	Industrial, Tr.	4-6x7⅛	57.6	90-1200	806	4.28	3	Det..	2	Sep..	Iron..	Iron..	L...	Sil-e..	2.78	.31	Heli...	None..	CI....	6.87	196	2.00x5.12	Flo...	4
Buda YR	Tractors	4-4½x6	32.4	50-1400	381.7	4.00	3	Det..	4	Sep..	Iron..	Iron..	L...	Sil-e..	2.31	.28	Heli...	None..	CI....	6.25	120.5	1.25x3.87	Rod...	4
Buffalo BA	T & Tr.	4-3½x5	19.60	32-1300	192.4	3.5	3	Det..	4	Int..	Iron..	PS...	L...	CI...	1.75	.31†	Heli...	None..	CI....	3.75	43.0	1.09x3.25	Rod...	4
Buffalo RT	T & Tr.	4-5 x6	40.00	62-1400	471.2	3.7	4	Int..	2	Sep..	Iron..	Iron..	L...	Car...	2.25	.31†	Heli...	None..	CI....	6.19	118.0	1.23x4.62	Pist...	3
Buffalo CM	Tractors	4-5½x7	48.40	75-1200	665.2	3.7	4	Int..	2	Sep..	Iron..	Iron..	L...	Car...	2.25	.31†	Heli...	None..	CI....	6.00	190.0	1.37x5.00	Pist...	3
Buffalo CE	Tractors	4-6¾x9	72.90	100-1000	1252.0	3.7	4	Det..	2	Sep..	Iron..	Iron..	L...	Car...	2.87	.44†	Heli...	None..	CI....	7.69	274.0	1.62x6.25	Pist...	3
Buffalo 4R	Tractors	4-5½x7	48.4	100-1200	666	3.9	4	Det..	2	Sep..	Al°..	Al°..	I...	Sil...	2.62	.81	Heli...	None..	Al....	6.12	90.7	1.37x5.06	Flo...	4
Buffalo 6R	Tractors	6-5½x7	72.6	180-1450	998	3.9	4	Det..	2	Sep..	Al°..	Al°..	I...	Sil...	2.62	.81	Heli...	None..	Al....	6.12	90.7	1.37x5.06	Flo...	4
Climax RBU	T & Tr.	6-5½x7	72.5	125-1200	997.5	4.34	4	Det..	2	Sep..	Iron..	Iron..	L...	CI...	2.25	.37	Heli...	.....	CI....	6.94	168	1.48x4.87	Flo...	3
Climax R4U	Rail C & Tr.	4&6-6 x7	57.60°	95-1200°	791.6°	4.42	4	Det..	2	Sep..	Iron..	Iron..	L...	Sil...	2.50	.37	Heli...	None..	CI....	6.94	220	1.48x5.37	Pist...	4
Climax R6U	Rail C & Tr.	6-6x7	86.40	140-1200	1187.5	4.42	4	Det..	2	Sep..	Iron..	Iron..	L...	CI...	2.25	.37	Heli...	None..	CI....	6.94	220	1.48x5.37	Pist...	4
Climax K, KU, KL	T & Tr.	4-5 x6½	40.00	57-1200	501.4	4.2	3, 4	Det..	2	Sep..	Iron..	Iron..	L...	CI...	2.25	.31	Heli...	None..	CI....	5.75	132.0	1.36x4.75	Rod...	3
Climax T & TU	T & Tr.	4-5½x7	48.40	77-1200	665.2	4.1	4	Det..	2	Sep..	Iron..	Iron..	L...	CI...	2.25	.31	Spur..	None..	CI....	7.00	165.0	1.50x5.19	Rod...	3
Continental 8R	Cars	6-3⅜x4½	27.34	.....	241.6	4.2	3	Det..	6	Sep..	Al...	PS...	L...	ChN	1.50	.31	Heli...	Idler..	CI....	4.06	35.8	.86x2.84	Rod...	3
Continental H7	T, Tr, Ind.	4-3½x4¼	15.63	.....	130.4	4.2	3	Det..	4	Int..	Iron..	PS...	L...	Sil...	1.50	.31	Heli...	None..	CI....	3.25	29.7	.75x2.72	Pist...	3
Continental L5	Trucks	4-4¼x5½	28.90	.....	312.0	3.4	3	Det..	2	Sep..	Al...	Al...	L...	Sil...	2.00	.31	Heli...	None..	CI....	6.25	92	1.37x3.75	Rod...	4
Continental B7	Trucks	4-5 x6	40.00	.....	471.2	3.4	3	Det..	2	Sep..	Al...	Al...	L...	Sil...	2.12	.31	Heli...	None..	CI....	5.91	104.5	1.50x4.49	Rod...	4
Continental 15H	Buses	6-4½x5¾	48.60	.....	548.6	4.14	3	Det..	6	Sep..	Al...	Al...	L...	Sil...	2.12†	.37	Heli...	None..	Al....	5.94	62.5	1.50x3.72	Rod...	4
Continental 6J	Cars	6-3⅜x5	33.75	.....	331.3	4.3	3	Det..	6	Sep..	Al...	PS...	L...	ChN	1.81	.31	Heli...	Idler..	CI....	4.50	51.4	1.12x3.25	Rod...	3
Continental 6B	T & Buses	6-3⅜x5	33.75	.....	331.4	4.1	3	Det..	6	Sep..	Al...	PS...	L...	Sil...	1.81	.31	Heli...	None..	CI....	4.50	51.4	1.12x3.25	Rod...	3
Continental S4	Trucks	4-4¼x4½	28.90	.....	255.3	3.77	3	Det..	4	Int..	Iron..	PS...	L...	Sil...	1.87	.31	Heli...	None..	CI....	4.75	74.2	1.50x3.50	Flo...	3
Continental J4	T, B, Tr.	4-3⅜x5	22.50	.....	220.9	3.7	3	Det..	4	Sep..	Al...	Al...	L...	Sil...	1.62	.31	Heli...	None..	CI....	4.87	58.0	1.12x3.31	Rod...	4
Continental K4	T, B, Tr.	4-4½x5¼	27.23	.....	280.6	3.6	3	Det..	4	Sep..	Al...	Al...	L...	Sil...	1.87	.31	Heli...	None..	CI....	5.44	78.2	1.25x3.62	Rod...	4
Continental L4	T, B, Tr.	4-4½x5½	32.40	.....	349.9	3.4	3	Det..	2	Sep..	Al...	Al...	L...	Sil...	2.00	.31	Heli...	None..	CI....	5.94	92	1.37x3.94	Rod...	4
Continental B5	T, B, Tr.	4-4¾x6	36.10	.....	425.3	3.4	3	Det..	2	Sep..	Al...	Al...	L...	Sil...	2.12	.31	Heli...	None..	CI....	6.12	102.7	1.50x4.28	Rod...	4
Continental H8	T & Tr.	4-3⅜x4¼	18.22	.....	152.1	4.2	4	Det..	4	Int..	Iron..	PS...	L...	Sil...	1.50	.31	Chain	None..	CI....	3.88	35	.86x2.81	Pist...	3
Continental 20L	Cars	6-2¾x4¾	18.15	.....	169.3	4.78	4	Det..	6	Int..	Iron..	PS...	L...	ChN	1.31	.31	Chain	None..	CI....	3.28	26	.73x2.44	Rod...	3
Continental 8T	Buses	6-4½x5¼	40.84	.....	420.9	4.12	3	Det..	6	Sep..	Al...	Al...	L...	Sil...	1.94	.37	Heli...	None..	Al....	4.68	46	1.25x3.59	Rod...	5
Continental 11U	Cars	6-3¼x4⅝	25.35	.....	230.2	4.44	3, 4	Det..	6	Int..	Iron..	PS...	L...	Chr...	1.50	.31	Chain	None..	CI....	3.75	28	1.00x2.81	Rod...	3
Continental 16T	T & Buses	6-4½x5¼	43.35	.....	446.9	4.12	3	Det..	6	Sep..	Al...	Al...	L...	Sil...	1.94	.37	Heli...	None..	CI....	4.59	67	1.25x3.59	Rod...	3
Continental 9K	Cars	8-3x4⅜	28.8	.....	268.6	4.69	4	Det..	8	Sep..	Al...	PS...	L...	Sil...	1.50	.31	Chain.	.....	CI....	3.75	33.6	.86x2.50	Rod...	3
Continental 28L	Cars	6-2⅞x4¾	19.84	.....	185.0	4.78	4	Det..	6	Int..	Iron..	PS...	L...	ChN	1.31	.31	Chain	None..	CI....	3.28	22	.73x2.44	Flo...	3
Continental 15S	Cars	8-3x4¾	28.8	.....	286.6	5.0	4	Det..	8	Int..	Iron..	PS...	L...	Sil...	1.37	.31	Chain	None..	ALS..	3.38	22.5	.86x	Flo...	4
Continental 12C	Buses, Tr.	6-3½x4⅝	25.3	.....	230.2	4.44	Opt.	Det..	6	Int..	Iron..	PS...	L...	Sil...	1.50	.31	Chain	None..	CI....	3.75	28	1.00x2.81	Rod...	3
‡**Cyclone** C4, C5, A4, A5	T. B, Tr.	4-5° x6	36.10	85-1500	471.2	4.0	3	Det..	4	Int..	SS...	Iron*	I...	Sil...	2.31	.33	Heli...	Opt...	Mag*	6.12	104.0	1.37x4.44	Rod...	3
Erd S4	Cars	4-3⅜x5	18.23	.....	222.0	4.0	3	Det..	4	Int..	Iron..	Al...	L...	CI...	1.62	.31	Heli...	None..	CI....	4.12	26.0	.87x	Rod...	3
Erd S4E	T & B.	4-3½x5	19.60	46-2100	192.0	4.54	3	Det..	4	Int..	Iron..	PS...	L...	CI...	.....	.....	Heli...	None..	CI....	4.00	36.	.87x3.37	Rod...	3
Erd S4I	C & T.	4-3⅜x5	18.23	42½-2100	179.0	4.35	3	Det..	4	Int..	Iron..	PS...	L...	CI...	.....	.....	Heli...	None..	CI....	4.00	33.	.87x3.25	Rod...	3
EWC GF	T, Tr & B.	4-4¾x6	36.10	55-1200	425.3	....	4	Det..	1	Sep..	Iron..	Iron..	L...	CI...	1.87	.38†	Heli...	None..	CI....	5.87	110.4	1.00x4.25	Rod...	3
EWC CF	T, Tr & B.	4-5 x6	40.00	61-1400	471.0	....	4	Det..	1	Sep..	Iron..	Iron..	L...	CI...	2.00	.38†	Heli...	None..	CI....	6.25	111.2	1.25x4.62	Rod...	4
EWC A	T, Tr & B.	4-5¼x6	44.10	67-1400	519.4	....	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil...	2.00	.38†	Heli...	None..	CI....	6.25	112.0	1.25x4.87	Rod...	3
EWC DA	T, Tr & B.	4-5½x7	48.40	76-1400	665.2	....	4	Det..	1	Sep..	Iron..	Iron..	L...	Sil-e..	2.25	.50†	Heli...	None..	CI....	7.00	175.5	1.44x5.06	Rod...	3
Hall-Scott 101	Buses	4-4¼x5½	28.9	56-1800	312	5.09	4	Det..	6	Sep..	Al...	Al...	Io...	Sil...	2.25	.31	C&H..	Cam..	Al....	4.50	53	1.25x3.72	Flo...	6
Hall-Scott 146-1	Buses	6-3¾x5	33.7	60-1800	331.3	4.75	3	Det..	6	Sep..	Al...	Al...	Io...	Sil...	2.12	.31	C&H..	Cam..	Al....	4.69	40	1.00x3.09	Flo...	6
Hall Scott 111-1	Buses	6-4¼x5½	43.3	76-1800	468	4.74	3, 4	Det..	6	Sep..	Al...	Al...	Io...	Sil...	2.25	.31	C&H..	Cam..	Al....	4.56	52	1.25x3.72	Flo...	6
Hercules K	T, Tr.	4-4¼x5¾	28.9	52-1600	326.3	3.89	3	Det..	4	Int..	Iron..	PS...	L...	Sil...	2.00	.33	Heli...	None..	CI....	5.25	79.25	1.50x3.75	Pist...	4
Hercules TXO	T, Tr.	4-6⅜x7	65.	103-1000	893.7	3.89	3	Det..	4	Int..	Iron..	Al...	L...	Sil...	2.50	.37	Heli...	.....	CI°	7.00	.....	1.88x5.87	Pist...	4
Hercules O & O X	T, B, Tr.	4-4 x5	25.60	43-2000	251.3	4.0	3	Det..	4	Int..	Iron..	PS...	L...	Sil...	1.62	.33	Heli...	None..	CI°	4.87	64.4	1.37x3.50	Pist...	4
Hercules L	T, B, Tr.	4-4½x5¾	32.40	60-1800	365.8	4.0	3	Det..	4	Int..	Iron..	PS...	L...	Sil...	2.00	.33	Heli...	None..	CI....	5.25	88.2	1.50x4.00	Pist...	4
Hercules G	T, B, Tr.	4-4¾x5¾	36.10	64-1800	407.6	4.0	3	Det..	4	Int..	Iron..	PS...	L...	Sil...	2.00	.33	Heli...	None..	CI....	5.25	94.7	1.50x4.25	Pist...	4
Hercules "TX"	T, Tr, Rail C..	4-5½x7	48.40	76-1000	665.0	3.9	3, 4	Det..	4	Int..	Iron..	Al...	L...	Sil...	2.50	.37	Heli...	.....	CI....	7.00	194	1.88x4.88	Pist...	4
Hercules "TXA"	T, Tr, Rail C..	4-6 x7	57.60	91-1000	792.0	3.9	3, 4	Det..	4	Int..	Iron	Al...	L...	Sil...	2.50	.37	Heli...	.....	CI....	7.00	210	1.88x5.37	Pist...	4
Hercules TXA	T, B, Tr.	6-3¾x4¾	33.7	69-2200	314.7	4.4	3	Det..	6	Int..	Iron..	Al...	L...	Sil-e..	1.75	.38	Heli...	None..	CI....	4.06	.....	1.25x3.62	Pist...	3
Hercules TXB	T, B, Tr.	6-4x4⅜	38.4	80-2200	358.1	4.4	3	Det..	6	Int..	Iron..	Al...	L...	Sil-e..	1.75	.38	Heli...	None..	CI....	4.87	.....	1.25x3.87	Pist...	4
Hercules TXC	T, B, Tr.	6-4⅜x4¾	45.9	93½-2200	428.4	4.4	3	Det..	6	Int..	Iron..	Al...	L...	CI...	1.75	.38	Heli...	None..	CI....	4.87	.....	1.25x4.25	Pist...	4
‡**Hinkley** 300	T, B, Tr.	4-3¾x5¼	22.50	37-1700	231.9	3.9	3	Det..	4	Sep..	SS...	PS...	L...	CI...	1.75	.31	Heli...	None..	CI....	4.75	60.0	1.12x1.75	Rod...	3
‡**Hinkley** 400	T, B, Tr.	4-4 x5¼	25.60	44-1780	263.9	3.9	3	Det..	4	Sep..	SS...	PS...	L...	CI...	1.75	.31	Heli...	None..	CI....	4.50	60.0	1.12x1.75	Rod...	3
‡**Hinkley** 500	T, B, Tr.	4-4¼x5½	28.90	48-1780	312.0	3.9	3	Det..	4	Sep..	SS...	Al...	L...	CI...	2.00	.31	Heli...	None..	CI....	5.25	81.0	1.25x1.87	Rod...	3
‡**Hinkley** 200	T, B, Tr.	4-4½x5½	32.40	54-1600	349.9	3.9	3	Det..	4	Sep..	SS...	Al...	L...	CI...	2.00	.31	Heli...	None..	CI....	5.25	92.0	1.25x1.87	Rod...	3
‡**Hinkley** 2100	B, T, Tr.	4-4¾x6	36.10	55-1400	425.3	3.6	3	Det..	2	Sep..	Al...	Al...	L...	Sil†..	2.12	.31	Heli...	None..	CI....	6.12	105	1.37x2.25	Rod...	3
‡**Hinkley** 1900	T, Tr.	4-5½x6	48.40	87-1400	570.2	4.4	3	Det..	2	Sep..	Al...	Al...	I...	Sil†..	2.50	.31	Heli...	None..	CI....	6.12	168	1.75x2.25	Rod...	3
Jackson J	T, Tr.	4-4¼x6⅝	28.90	35-1200	376.0	4.0	3	Int...	2	Sep..	Iron..	Al...	L...	Sil...	1.87	.31	Heli...	None..	CI....	5.00	73.0	1.12x3.75	Rod...	3

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
Cent—Centrifugal.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
Crac—Crankshaft and Accessories.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
CI—Cast Iron.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.
I—Both valves in head.

Engines

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							MAKE AND MODEL
						Crank Pin	Main Bearings												Overall Dimensions (Ins.)					
								Diameter and Length (Ins.)																
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	
Car...	14.00	144.0	Car...	None...	No...	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	800	1650	Yes...	85¾	19½	35½	None..	Automatic.....J5½
Car...	17.00	240.0	Car...	None...	No...	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	675	2700	Yes...	26	43	70¼	None..	Automatic.....M
Car...	19.00	496.0	Car...	None...	No...	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	560	3750	Yes...	30	48	78¾	None..	Automatic.....N
Car...	21.00	728.0	Car...	None...	No...	3.50x4.25	5	3.50x6.50	3.50x5.12	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	500	4700	Yes...	32	53½	86½	None..	Automatic.....R
Car...	12.50	139.0	Ch N.	.50	No...	2.25x2.75	5	2.37x3.50	2.37x4.50	ab.....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	1475°	No...	23½	39	65°	1, 2	‡Beaver.....JD, JC
Car...	12.50	139.0	Ch N.	.50	No...	2.25x2.75	3	2.37x3.50	2.37x4.50	ab....	Gear..	Pump...	Cent..	.....	None..	None..	750	1020	Yes...	23½	39	50	2	‡Beaver.....JB
Car...	12.50	129.0	Ch N.	.50	No...	2.25x2.75	3	2.37x3.50	2.37x4.50	ab.....	Gear..	Pump...	Cent..	Opt...	None..	None..	700	1000	Yes...	23½	39	50	2, 3	‡Beaver.....JA
Car...	14.20	282.0	Ch N.	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25	ab.....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	62°	1	‡Beaver.....RA, RD
Car...	14.00	282.0	Ch N.	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25	ab.....	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45°	81	1	‡Beaver.....RE, RB
Dur...	14.00	160.0	Ch N.	None...	No...	3.50x3.75	3	3.75x5.25	3.75x5.25	ab.....	Gear..	Pump...	Cent..	Opt...	.....	1100	1050	2300	°No...	29	44⅞	...	Opt...	‡Beaver.....RX, RY
ChVa.	13.25	138.6	ASt..	None...	Yes..	2.99x2.25	4	2.99x3.06	2.99x3.87	abcd....	Gear..	Pump...	Cent..	Opt...	Opt...	1600	1000	1275	No...	28¾	43	58⅛	1	Buda.....GL6
ChVa.	11.25	57.2	ASt..	None...	No...	1.87x2.00	3	1.74x2.50	2.12x2.94	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1450	1000	690	No...	25¾	32¾	52⅛	3	Buda.....WTU
ChVa.	11.25	92.2	ASt..	None...	Yes..	2.00x2.25	3	1 87x2.87	2.12x3.44	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1600	1000	840	No...	25¾	33⅞	55⅛	3	Buda.....KBUI
ChVa.	11.25	89.0	ASt..	None...	No...	2.00x2.25	3	1.87x2.87	2.12x3.44	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1400	1000	782	No...	25¾	33⅞	55⅛	3	Buda.....KTU
ChVa.	12.25	120.0	ASt..	None...	Yes..	2.12x2.50	3	2.12x3.09	2.37x4.00	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1250	1050	980	No...	25¾	34⅛	58¼	3	Buda.....EBUI
ChVa.	12.25	113.0	ASt..	None...	No...	2.12x2.50	3	2.12x3.09	2.37x4.00	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1100	1050	968	No...	25¾	34⅛	58¼	3	Buda.....ETU
ChVa.	13.25	148.2	ASt..	None...	Yes..	2.25x3.00	3	2.12x3.50	2.37x4.44	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1250	850	1140	No...	25¾	37⅛	65¼	3	Buda.....YBUI
ChVa.	13.25	133.7	ASt..	None...	No...	2.24x3.00	3	2.12x3.50	2.37x4.44	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1000	850	1080	No...	25¾	37⅞	65¼	3	Buda.....YTU
ChVa.	14.37	163.0	ASt..	None...	No...	2.50x3.12	3	2.25x4.12	2.62x4.75	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1000	700	1410	No...	28¾	40⅛	70⅝	1	Buda.....BTU
ChVa.	11.25	94.0	ASt..	None...	Yes..	2.50x2.12	4	2.50x2.12	2.50x3.50	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1850	800	877	No...	25¾	37¼	52⅝	3	Buda.....BUS
ChVa.	9.75	48.0	ASt..	None...	Yes	2 37x1.75	4	2.37x2.50	2.37x2.75	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	1800	900	708	No...	25⅞	30	44⅛	3	Buda.....HS-6A
ChVa.	10.75	.....	ASt..	None...	Yes.	2.50x1.87	4	2.50x2.44	2.50x2.75	ab.....	Gear..	Pump...	Cent..	Opt...	Opt...	2000	900	793	No...	25¾	31	46⅛	3	Buda.....DS6
ASt..	15.25	239	Car...	None...	Yes.	3.49x3.31	4	3.50x4.75	3.50x4.75	abcde..	Gear..	Pump...	Cent..	Opt...	Cent..	900	400	2800	No...	23	43	72¾	1	Buda.....JV-6
ASt..	15.25	239	Car...	None...	Yes.	3.50x3.31	4	3.50x4.75	3.50x4.75	abcde..	Gear..	Pump...	Cent..	Opt...	Opt...	900	400	3100	No...	23	43	72¾	1	Buda.....JH-6
ASt..	13.25	138.6	Car...	None...	Yes..	2.99x2.25	4	2.99x3.06	2.99x3.37	abcde..	Gear..	Pump...	Cent..	Opt...	Opt...	1650	1200	1300	No...	28¾	43	56⅛	1	Buda.....GF-6
ASt..	14.37	163	Car...	None...	No....	2.50x3.12	3	2.25x4.12	2.62x4.75	abc.....	Gear..	Pump...	Cent..	Opt...	Opt...	1000	650	1450	No...	28¾	40⅛	70⅝	1	Buda.....Fr
ASt..	10.75	67	Car...	None...	Yes..	2.50x1.87	4	2.50x2.44	2.50x2.75	abc.....	Gear..	Pump...	Cent..	Opt...	Opt...	2000	1000	793	No...	25¾	31	46⅛	3	Buda.....DW-6
ASt..	14.62	227.2	Car...	None...	No....	3.00x3.34	3	3.00x4.75	3.00x4.75	abe.....	Gear..	Pump...	Cent..	Opt...	Opt...	1000	650	1883	No...	28¾	44⅛	74⅝	1	Buda.....JV-4
ASt..	14.62	227.2	Car...	None...	No....	3.00x3.34	3	3.00x4.75	3.00x4.75	abe.....	Gear..	Pump...	Cent..	Opt...	Opt...	1000	650	1953	No...	35½	49⅛	74⅝	00,0	Buda.....JH-4
ASt..	13.25	133.7	Car...	None...	No....	2.24x3.00	3	2.12x3.50	2.37x4.44	abe.....	Gear..	Pump...	Cent..	Opt...	Opt...	1050	850	1000	Yes...	23⅛	40⅓	50⅛	3	Buda.....YR
Car...	10.25	48.0	Car...	None...	No....	1.87x2.12	3	2.18x2.87	2.25x3.00	Splash...	Pist..	ThS*...	Cent..	Opt...	Cent..	1500	1000	530	Yes...	25¾	32½	39½	Opt...	Buffalo.....BA
Car...	12.94	109.0	Car...	.87	No....	2.12x3.25	3	2.12x3 69	2.12x5.25	ab.....	Ecc..	Pump...	Cent..	Opt...	Cent..	1000	600	1100	Yes...	25½	35½	50½	None..	Buffalo.....RT
Car...	13.25	123.0	Car...	.87	No....	2.25x3.25	3	2.37x4.50	2.37x4.87	ab.....	Gear..	Pump...	Vane*.	Opt...	Cent..	1000	700	1600	Yes...	33	43	51¼	None..	Buffalo.....CM
Car...	17.75	232.0	Car...	1.00	No....	2.75x4.00	3	2.75x5.50	2.75x5.87	ab.....	Gear..	Pump...	Gear..	Opt...	Cent..	900	575	2400	Yes...	41¾	54¼	56½	None..	Buffalo.....CE
Car...	14.00	112.0	Car...	None...	No....	2.62x2.75	5	2.62x4.50	2.62x4.50	abde..	Gear..	Pump...	Cent°.	Opt...	Cent..	1300	800	1525°	No...	30	44½	50½	Opt...	Buffalo.....4R
Car...	14.00	112.0	Car...	None...	No....	2.62x2.75	7	2.62x4.50	2.62x4.50	abde..	Gear..	Pump...	Cent°.	Opt...	.....	1500	800	1900°	No...	30	44½	66⅞	Opt...	Buffalo.....6R
ASt..	16	220	ChN..	None...	Yes.	3.00x3.50	4	3.25x3.81	3.25x4.50	abc.....	Ecc..	Pump...	Cent.	Stk...	Cent..	1200	700	2660	.....	29⅞	46⅛	73⅛	1	Climax.....RBU
ASt..	16.00	220	ChN..	None...	No....	3.00x3.50	3, 4	3.25x3.81	3.25x4.50	abc.....	Ecc..	Pump...	Cent.	Stk...	Cent..	1200	700	2000	Yes...	30⅞	46¾	57°	1	Climax.....R4U
ASt..	16.00	220	ChN..	None...	Yes..	3.00x3.50	4	3.25x3.81	3.25x4.50	abc.....	Ecc..	Pump...	Cent.	Stk...	Cent..	1200	700	2600	Yes...	30⅞	46¾	73⅛	1	Climax.....R6U
ASt..	13.00	111.0	ChN..	None...	No....	2.25x3.00	3	2.19x3.78	2.31x4.40	abc.....	Ecc..	Pump...	Cent.	Stk...	Cent..	1200	700	1100	Yes...	26¼	39¾	49½	1	Climax.....K, KU, KL
ASt..	14.00	179.0	ASt..	None...	No....	2.50x3.50	3	2.50x3.81	2.50x4.50	abc.....	Ecc..	Pump...	Cent.	Stk...	Cent..	1200	700	1550	Yes...	28	43⅞	55⅛	1	Climax.....T & TU
Car...	10.50	45.0	Car...	None...	No....	2.25x1.56	4	2.25x2.34	2.25x2.81	abc.....	Gear..	Pump...	Cent.	NP..	None..	None..	1000	580	No...	26	32¼	40⅝	3	Continental.....8R
Car...	8.00	28.0	Car...	None...	No....	1.50x1.44	3	1.50x1.78	1.50x2.75	abe.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	1400	305	No...	26	29⅞	30⅝	4, 5	Continental.....H7
Car...	12.00	119.5	Car...	None...	No....	2.25x2.62	3	2.25x3.00	2.25x3.25	abed....	Gear..	Pump...	Cent.	Opt...	Opt...	1200	620	807	No...	26	39⅝	42⅞	2	Continental.....L5
Car...	13.25	162.7	Car...	None...	No....	2.62x3.00	3	2.37x3.31	2.62x3.69	abed....	Gear..	Pump...	Cent.	Opt...	Opt...	1100	700	969	No...	28¾	41⅞	46⅛	1	Continental.....B7
Car...	13.50	135.2	ASt..	None...	Yes..	3.00x2.12	7	3.00x3.06	3.00x2.75	abed....	Gear..	Pump...	Cent	Opt...	Opt...	1650	900	1370	No...	28¾	41½	52½	1	Continental.....15H
Car...	11.00	68.5	Car...	None...	Yes..	2.37x1.87	4	2.37x2.34	2.37x3.06	ab.....	Gear..	Pump...	Cent.	Opt...	Cent..	1800	1000	773	No...	26	34⅛	44⅞	3	Continental.....6J
Car...	11.00	68.5	Car...	None...	Yes..	2.37x1.87	4	2.37x2.34	2.37x3.06	ab.....	Gear..	Pump...	Cent.	Opt...	Cent..	1800	1000	789	No...	26	34⅛	44⅞	3	Continental.....6B
Car...	12.00	98.5	Car...	None...	No....	2.25x2.37	3	2.25x2.12	2.25x2.69	abed....	Gear..	Pump...	Cent.	Opt...	Var..	1800	1100	748	No...	26	33⅝	38⅜	2	Continental.....S4
Car...	11.00	79	Car...	None...	No....	2.00x2.18	3	2.25x2.25	2.25x2.62	abed....	Gear..	Pump...	Cent.	Opt...	Var..	140)	750	590	No...	26	31⅛	35	3	Continental.....J4
Car...	11.50	93.2	Car...	None...	No....	2.12x2.37	3	2.25x2.62	2.25x2.75	abed....	Gear..	Pump...	Cent.	Opt...	Var..	1300	700	680	No...	26	38½	38	2	Continental.....K4
Car...	12.00	124.7	Car...	None...	No....	2.25x2.62	3	2.25x3.00	2.25x3.25	abed....	Gear..	Pump...	Cent.	Opt...	Var..	1200	600	807	No...	26	39⅝	42⅞	2	Continental.....L4
Car...	13.25	162.7	Car...	None...	No....	2.62x3.00	3	2.37x3.31	2.62x3.69	abed....	Gear..	Pump...	Cent.	Opt...	Var..	1100	800	998	No...	28¾	41⅞	46⅛	1	Continental.....B5
Car...	8.00	29	Car...	None...	No....	1.50x1.44	3	1.50x1.78	1.50x2.75	abe.....	Gear..	Pump...	Cent.	NP..	None..	None..	1200	310	No...	26	32½	29⅛	Opt...	Continental.....H8
Car...	9.00	28.0	Car...	None...	No....	2.00x1.12	4	2.12x1.37	3.12x1.56	abe.....	Gear..	Pump...	Cent.	NP..	None..	None..	800	460	No...	26	32¼	35¼	4	Continental.....20L
Car...	11.00	86.7	Ast..	None...	Yes..	2.50x1.18	7	2.50x2.06	2.50x2.66	abed....	Gear..	Pump...	Cent.	Opt...	Opt..	1800	800	1023	No...	26	35⅛	47⅛	2	Continental.....8T
Car...	9.00	39	Car...	None...	No....	2.12x1.37	7	2.37x1 78	2.37x2.19	abe.....	Gear..	Pump...	Cent.	NP..	.....	.....	.....	587	.....	26	32⅛	39⅞	3	Continental.....11U
Car...	11	86.7	ASt..	None...	Yes..	2.50x1.81	7	2.50x2.06	2.50x2.66	abed....	Gear..	Pump...	Cent.	Opt...	Cent..	1800	800	1023	No...	26	35⅛	47⅛	2	Continental.....16T
Car...	10.87	44	Car...	None...	.....	2.12x1.50	5	2.37x1.50	2.37x2.50	abe.....	Gear..	Pump...	Cent.	NP..	None..	None..	900	746	No...	26⅞	31	46¼	3	Continental.....9K
Car...	9.00	28	Car...	None...	No....	2.00x1.12	4	2.12x1.34	2.12x1.56	abe.....	Gear..	Pump...	Cent.	NP..	None..	None..	800	460	No...	26	32¼	35¼	5	Continental.....28L
Car...	9.75	25.5	Car...	None...	No....	2.25x1.31	5	2.37x1.37	2.37x2.37	abce....	Gear..	Pump...	Cent.	NP..	None..	None..	.....	.....	No...	26⅞	30¼	44⅛	5	Continental.....15S
Car...	9.00	39	Car...	None...	No....	2.12x1.37	7	2.37x1.78	2.37x2.19	abe.....	Gear..	Pump...	Cent.	NP..	None..	None..	1000	587	No...	26	32½	39⅛	3	Continental.....12C
Car...	3.25	140.0	ASt..	None...	Opt...	2.37x2.69	3	2.80x3.06	2.50x4.00	abd.....	Gear..	Pump...	Cent.	Stk...	Cent..	Opt...	1000	1250	Yes...	25¾	40¾	48½	2	Cyclone..C4, C5, A4, A5
ASt..	10.00	28.0	Car...	None...	Opt...	2.00x	3	2.00x2.62	2.00x3.69	ab.....	Gear..	ThS....	None..	Opt...	Opt...	Opt...	1050	450	No...	39	25¾	32½	3, 5	Erd.....S4
Car...	10.00	60	.....	.62	.....	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.....	Gear..	.....	Gear..	Opt...	.....	.....	800°	475	.....	26	24⅞	30⅓	3, 5	Erd.....S4E
Car...	10.00	60	Car...	.62	No....	2.00x2.00	3	2.00x2.62	2.00x2.62	ab.....	Gear..	Opt.....	Cent..	Opt...	.....	.....	1200	470	.....	26	24⅞	30⅓	3 5	Erd.....S4I
Car...	10.00	112.0	Car...	.44	No....	2.00x2.44	5	2.25x3.44	2.25x2.62	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	650	1180	Yes...	24¼	35¼	42¾	No...	EWC.....GF
Car...	10.00	128.0	Car...	.56	No....	2.00x2.44	5	2.25x3.44	2.25x3 62	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	700	1180	Yes...	24¼	37¼	42¾	No...	EWC.....CF
Car...	12.00	148.0	Car...	.56	No....	2.00x2.44	5	2 25x3.44	2.25x3.62	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	700	1300	Yes...	24½	39¼	42¾	No...	EWC.....A
Car...	14.00	182.7	Car...	None...	No....	2.50x3.00	5	2.50x3.00	2.62x4.00	ab.....	Gear..	Pump	Cent.	Stk...	Cent..	1000	700	1700	Yes.	29¼	58½	52¾	No...	EWC.....DA
ASt..	11	104	ChN..	None...	No....	2.25x2.45	3	2.25x2.25	2.25x3.25	abe.....	Gear..	Pump...	Cent.	Stk...	Cent..	1800	1100	984	No...	28¼	44	6½	Yes*.	Hall-Scott.....101
Car...	11.00	69.5	ChN..	None...	No....	2.25x1.87	4	2.75x2.69	2.75x2.69	abce....	Gear..	Pump...	Cent.	Stk...	Cent..	2100	1200	1084	No...	28	46	58½	3	Hall-Scott.....146-1
ASt..	11	104	ChN..	None...	No....	2.25x2.45	4	2.75x2.19	2.75x3.19	abe.....	Gear..	Pump...	Cent.	Stk...	Cent..	1800	1200	1347	No...	33	45	63⅞	Yes.	Hall-Scott.....111-1
Car...	10.87	76	Car...	None...	No....	2.50x2.62	3	3.00x3.25	3.00x3.50	ab.....	Gear..	Pump...	Cent.	Opt...	Cent..	1400	1000	819	....	26	30⅞	42⅞	1, 2	Hercules.....K
Car...	13.25	.....	Car...	None...	.....	3.00x3.00	...	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent.	Stk...	Cent..	1200	800	1700	Yes.	28¾	35⅛	56⅜	0, 1	Hercules.....TXO
Car°	9.50	60.0	Car...	None...	No....	2.00x2.25	3	2.00x2.94	2.00x3.31	ab.....	Gear..	Pump*.	Cent..	Opt...	Opt...	1500	° 1000	605	Yes.	25⅞	28¼	37⅜	2, 3	Hercules.....O&OX
Car...	10.87	76.0	Car...	None...	No....	2.50x2.62	3	3.00x3.25	3.00x3.50	a.....	Gear..	Pump...	Cent..	Opt...	Opt...	1400	900	819	Yes.	26	30⅞	42⅞	1, 2	Hercules.....L
Car...	10.87	76.0	Car...	None...	No....	2.50x2.62	3	3.00x3.25	3.00x3.50	a.....	Gear..	Pump...	Cent..	Opt...	Opt...	1400	900	819	Yes.	26	30⅞	42⅞	1, 2	Hercules.....G
Car...	13.25	.....	Car...	None...	No....	3.00x3.00	3	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk...	Opt...	1250	800	1650	Yes.	28¾	35⅛	56⅜	0, 1	Hercules.....“TX”
Car...	13.25	.....	Car...	None...	No....	3.00x3.00	3	3.75x4.25	3.75x4.50	ab.....	Gear..	Pump...	Cent..	Stk...	Opt...	1250	800	1650	Yes.	28¾	35⅛	56⅜	0, 1	Hercules.....“TXA”
Car...	9.62	.....	Car...	None...	No....	2.50x1.75	7	3.00x2 00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt...	.....	.....	1000	.....	Yes.	25⅞	33½	46⅛	2, 3	Hercules.....TXA
Car...	9.62	.....	Ca...	None...	No....	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt...	.....	.....	1000	.....	Yes.	25⅞	33½	46⅛	2, 3	Hercules.....TXB
Car...	9.62	.....	Car...	None...	No....	2.50x1.75	7	3.00x2.00	3.00x3.00	abe.....	Gear..	Pump...	Cent..	Opt...	.....	.....	1000	.....	Yes.	25⅞	33½	46⅛	2, 3	Hercules.....TXC
Car...	11.50	98.0	ASt..	None...	No....	2.12x2.25	3	2.12x2.25	2.25x3.00	ab.....	Gear..	Pump...	Cent..	Opt...	Cent..	1750	775	734	Yes.	25¾	36	37¼	3	Hinkley.....300
Car...	11.50	98.0	ASt..	None...	No....	2.12x2.25	3	2.12x2.25	2.25x3.00	ab.....	Gear..	Pump...	Cent..	Opt...	Cent..	1750	1100	739	Yes.	25¾	36	37¼	3	Hinkley.....400
Car...	12.00	119.0	ASt..	None...	No....	2.25x2.50	3	2.25x2.50	2.37x3.50	ab.....	Gear..	Pump...	Cent..	Opt...	Cent..	1650	950	884	Yes.	25¾	40	44	2	Hinkley.....500
Car...	12.00	119.0	ASt..	None...	No....	2.25x2.50	3	2.25x2.50	2.37x3.00	ab.....	Gear..	Pump...	Cent..	Opt...	Cent..	1600	900	896	Yes.	25¾	40	44	2	Hinkley.....200
Car...	13.25	141	Car...	None...	No....	3.00x2.75	3	3.00x3.06	3.00x4.00	abed....	Gear..	Pump...	Cent..	Opt...	Cent..	1450	780	1075	No...	28¾	42	48	Yes...	Hinkley.....2100
Car...	13.25	144	Car...	None...	No....	3.00x2.75	3	3.00x3.06	3.00x4.00	abed....	Gear..	Pump...	Cent..	Opt...	Cent..	1450	875	1175	No...	24¾	45½	48	Yes...	Hinkley.....1900
Car...	10.25	75.0	ChN..	.75	Yes..	2.25x2.25	3	2.37x3.75	2.37x4.00	abce....	Gear..	Pump...	Cent..	Stk...	Cent..	1206	900	1100	Yes...	25¾	36½	50¾	3	Jackson.....J

I—Valve in Head; overhead camshaft.
Ind—Industrial.
Int—Integral.
I—Valves at side. ("L" head).
Mag—Magnesium.
NicS—Nickel Steel.
NP—No provision.
Opt—Optional.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silerome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.
Sl—Sleeve.

Pist—Piston.

Spec—Special.
SS—Semi Steel.
SpP—Splash with pressure.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
§—Pressure to all main crankshaft. and camshaft bearings.
‡—1927 Specifications.

American Stock

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Piston Pins: Pin Bearing In	PISTONS: Number of Rings per Piston
Jackson J-A	Trucks	4-4¼x6⅝	28.90	35-1200	376.0	3.5	3	Det.	2	Sep.	SI	Al	L		1.87	.31	Heli	None	CI	6.00		1.13x4.00	Rod	3
John Deere D	Tractors	2-6⅜x7	36.45	-800	501	3.9	3	Det.	2	Sep.	Iron.	Iron.	I	Sil-e.	2.31	.47	Heli	None	CI	8.69	276	1.75x6.12	Rod	5
Le Roi K	Cars, T, Tr.	4-2¾x4	12.1	16-2200	95	4.0	3, 4	Det.	4	Int.	Iron.	Iron.	L	CI	1.50	.19	Heli	None	CI	3.50	15	.75x2.62	Rod	3
LeRoi 2C	C. T. Tr.	4-3½x4½	15.63	25-2200	138.1	4.4	3	Det.	4	Int.	Iron.	Iron.	L	CI	1.50	.19	Heli	None	CI	3.50	28.0	.75x2.87	Rod	3
LeRoi MR & M	Tractors	2-3½x4½	7.80	10-1750	69.0	4.4	3, 4	Det.	2	Int.	Iron.	Iron.	L	CI	1.50	.19	Heli	None	CI	3.50	28.0	.75x2.87	Rod	3
Le Roi R&RR	Industril	1-3½x4½	4.0	5-1600	138.1	4.0	4	Det.	1	Int.	Iron.	Iron.	L	CI	1.50	.19	Heli		CI	3.50	28	.75x2.87		3
Le Roi S&SR	Industrial	2 3½x4	6.0	8½-1500	95.0	4.25	4	Det.	2	Int.	Iron.	Iron.	L	CI	1.50	.19	Heli		CI	3.50	28	.75x2.87	Pist.	3
Lever (Powell) BTC-1	T & B	6-3½x6	29 0	75-1800	346.0	4.6	4	Det.	6	Int.	Iron.	Iron.	L	CI	1.50e	.44	Chain	None	AlSt	3.75	23	1.00x3.37	Flo	3
Lever (Powell) PC-1	Cars	6-2½x6	15.0	43-2200	176.0	5 8	4	Det.	6	Int.	Iron.	Iron.	L	CI	1.12e	.37	Chain	None	Al	2.65	17	.62x2.37	Flo	3
Lever (Powell) PD-1	Cars	8-2½x6	20.0	55-2100		5.8	4	Det.	8	Int.	Iron.	Iron.	L	CI	1.12e	.37	Chain	None	Al	2 62	17	.62x2.37	Flo	3
Light H	C. T, Tr.	4-3¼x4½	16.90	29-2351	149.3	3.9	3	Det.	4	Int.	Iron.	Iron.	L	CI	1.19	.36	Heli	None	CI	4.00	30.0	.75x3.00	Rod	3
Lycoming CF	Cars	4-3⅝x5	21.03	42-2200	206.4	4.1	3	Det.	4	Sep.	Iron.	PS	L	CI	1.62	.31	Heli	Crac	Al*	4.12	22.4	1.12x3.12	Pist	4
Lycoming CT	T. Tr. & B	4-3⅜x5	22.50	36-2150	220.9	4.0	3	Det.	4	Sep.	Iron.	PS	L	Sil-e.	1.62	.31	Heli	Crac	CI	4.12	42.0	1.12x3.50	Pist	4
Lycoming C4	Trucks & B	4-4 x5	25.60	44-2000	251.3	3.8	3	Det.	4	Sep.	Iron.	PS	L	Sil-e.	1.62	.31	Heli	Crac	Al*	4.12	30.0	1.12x3.50	Pist	3
Lycoming C4W	T, B, Tr.	4-4x5	25.6	44-2000	251.3	3.7	3	Det.	4	Sep.	Iron.	PS	L	Sil-e.	1.62	.31	Heli	Accx	CI°	4.87	46	1.12x3.50	Pist	3, 4
Lycoming 3H	Cars	8-3⅜x4½	32.50	80-3000	287.3	4.6	3, 4	Det.	8	Sep.	Iron.	PS	L	Sil-e.	1.31e	.34	Chain	None	Al	3.75	25.0	.87x2.81	Rod	4
Lycoming 4H	Cars	8-3¼x4½	33.80	86-3000	298.6	5.0	3, 4	Det.	8	Sep.	Iron.	PS	L	Sil-e.	1.31e	.34	Chain	None	Al	3.75	26.2	.87x2.87	Pist	4
Lycoming WS	C & T	6-27/8x4¾	19.84	60-3400	185.0	5.2	4	Det.	6	Int.	Iron.	PS	L	Sil-e.	1.25°	.34	Chain	None	Als	3.50		.87x2.40	Pist	4
Lycoming 4S	C. T, & B	6-3¼x4½	25 35	56-2700	224.0	4.5	3	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.31e	.31	Chain	None	CI	3.50	26*	87x3 .00	Rod	4
Lycoming 4SL	Buses, Tr.	6-3¼x4½	25.35	56-2700	224.0	4.7	Opt.	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.31e	.31	Heli	None	CI°	4.00	38	.87x3 . 0	Rod	4
Lycoming TH	T, Buses	6-3½x5	29 4	60-2700	288.6	4.4	3, 4	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.69e	.31	Heli	Idler	CI	4.37	38	1.12x2.97	Rod	4
Lycoming TF	Trucks & Buses	6-3⅝x5	31.5	71-2600	309.6	4.4	3, 4	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.69e	.31	Heli	Idler	CI	4.37	40.5	1.12x2.97	Rod	4
Lycoming TS	Trucks & Buses	6-3⅞x5	36.0	75-2600	353.8	4.4	3, 4	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.69e	.31	Heli	Idler	CI	4.37	48.5	1.12x3 34	Rod	4
Lycoming GT	Cars	8-2¾x4¾	24.2	62-3200	225.7	5.0	4	Det.	8	Int.	Iron.	PS	L	Sil-e.	1.41e	.34	Chain	None	CI	3.50	20	.87x2.28	Pist	4
Lycoming GS	Cars	8-2⅞x4¾	26 45	85-3400	246.7	5.25	4	Det.	8	Int.	Iron.	PS	L	Sil-e.	1.25e	.34	Chain	None	Al	3.50		.87x2.40	Pist	4
Lycoming 4HM	Cars	8-3¼x4½	33.8	86-3000	298.6	5.0	4	Det.	8	Sep.	Iron.	PS	L	Sil-e	1.31e	.34	Chain	None	Al	3.75	23	.87x2.87	Pist	4
Lycoming 4SM	Cars, T, Buses	6-3¼x4½	25.35	56-2700	224.0	4.5	3	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.31e	.31	Chain	None	CI	3.50	29	.87x2 37	Rod	4
Lycoming 4SG	Trucks & Buses	6-3¼x4½	25 3	56-2700	224.0	4.5	3	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.31e	.31	Heli	Idler*	CI	3.50	29	.87x2.37	Rod	4
Lycoming HD	Cars	8-3¼x4½	33.8	112-3200	298.6	5.25	Opt.	Det.	8	Sep.	Iron.	PS	L	Sil.	1.31e	.34	Chain	None	Al	3.94		.87x2.81	Pist	3
Lycoming MD	Cars	8-3¼x4½	33.8	112-3200	298.6	5.25	4	Det.	8	Sep.	Iron.	PS	L	Sil.	1.31e	.34	Chain	None	Al	3 94		.87x2.81	Pist	3
Niagara	C, Tr	4-2¾x4	12.10	15-1600	95.0	3.0	3	Det.	4	Int.	Iron.	Iron.	L	CI	1.18	.25	Spur	None	CI	3.00	20.0	.62x2.50	Flo	3
Reliable 10-20	Tractors	2-6 x7	18.81	22-600		5.0	3	Det.	2	Sep.	SS	Iron.	I	CI			Spur	None	CI				Pist.	3
Stearns HU & H	Buses & T	4-4½x6	32.40	45-1000	381.7	4.3	3, 4	Det.	4	Sep.	CI	CI	I	Sil.	2.00	.37	Heli	None	CI	5.75	80.5	1.50x4.00	Rod	3
Stearns AU, A, AR	B, T. Tr.	4-4¾x6½	36.10	°50-1000	460.7	4.3	3, 4	Det.	4	Sep.	CI	CI	I	Sil.	2.25	.37e	Heli	None	CI	6.00	96.0	1.62x4.25	Rod	4
Stearns DU, D, DR	B, T, Tr.	4-5½x6½	42.00	°60-1000	536.4	4.3	3, 4	Det.	4	Sep.	CI	CI	I	Sil.	2.25	.37e	Heli	None	CI°	6.00	96.0	1.62x4.62	Rod	4
Stearns HR	Buses & T	4-4½x6	32.40	65-1600	381.7	4.7	3, 4	Det.	4	Sep.	CI	CI	I	Sil.	2.00	.44	Heli	None	Dur	6.12	44.0	1.50x4.00	Rod	4
Stearns DU-6	T, B, Tr.	6-5½x6½	63.0	120-1200	804.5	4.3	3	Det.	6	Sep.	Iron.	Iron.	L	Sil.	2.37	.44	Chain	None	CI	6 00	92	1.62x4.62	Rod	4
Stearns DUV6	T, B, Tr.	6-5½x6½	63.0	120-1200	804.5	4.3	3	Det.	2	Sep.	Iron.	Iron.	I	Sil.	2.25	.44	Chain		CI	6.00	92	1.62x4.62	Rod	4
Stearns EU5	B, T, Tr.	6-5½x6½	73.60	100-1000	926.6	°4.3	3, 4	Det.	6	Sep.	CI	CI	L	Sil.	2.37	.44	Chain	None	CI°	6.00	96.0	1.62x5.00	Rod	4
Stearns EUV6	T, B, Tr.	6-5½x6½	73.6	130-1200	926.6	4.3	3	Det.	2	Sep.	Iron.		I	Sil.	2.25	.44	Chain		CI	6.00	96	1.62x5.00	Rod	4
Stearns DR6	B, T, Tr.	6-5½x6½	63.00	155-1500	804.5	4.9	3, 4	Det.	6	Sep.	CI	CI	L	Sil.	2.37	.44	Cnain	None	Dur°	6.50	59.0	1.62x4.62	Rod	4
Stearns EU4		4-5½x6½	48.40	120-1500	617.7	4.3	3	Det.	4	Sep.	CI	CI	I	Sil.	2.25	.44	Heli	None	CI	6.75	92	1.62x	Rod	4
‡Turmo N	C, T, B, Tr.	4-3 x4½	14.40	23-2000	127.2	4.0	3	Int.	4	Sep.	Iron.	PS	L	CI	1.50	.31	Heli	None	CI	3.25	23.5	.75x2.75	Pist	3
‡Turmo S	C, T, B, Tr.	4-3½x5	19.60	47-2000	192.4	4.0	3	Det.	4	Sep.	SS	PS	L	CI	1.62	.31	Heli	None	SS	3.75	36.5	.87x3.25	Pist	3
‡Turmo H	C, T, B, Tr.	4-3⅜x5	22.50	47-2000	220.9	4.0	3	Int.	4	Sep.	SS	PS	L	CI	1.75	.37	Heli	None	SS	4.00	46.0	1.00x3.50	Pist	3
Twin City TW	Tractors	4-4¼x6	28.90	40-1200	340.4	4.0	4	Det.	4	Int.	Iron.	Iron.	I	CI	1.50	.31	Heli	None	CI	5.00	73.0	1.25x3.87	Rod	4
Twin City AE	Tractors	4-5½x6¾	48.40	90-1500	641.4	3.8	4	Det.	4	Int.	Iron.	Iron.	I	CI	1.75	.44	Heli	None	CI	6.75	170.0	1.62x5.00	Rod	5
Twin City TR	Tractors	4-6¼x8	62.50	66-750	981.7	4.1	4	Det.	2	Sep.	Iron.	Iron.	L	CI	2.50	.57	Heli	None	CI	7.75	320.	1.87x5.50	Rod	4
Twin City TA	Tractors	4-7¼x9	84.1	84-650	1486.0	3.5	4	Det.	1	Sep.	Iron.	Iron.	I	CI	3.00	.69	Heli	None	CI	10.00	526.0	2.19x6.68	Rod	4
Twin City BE	Tractors	4-7¾x9	96.10	100-650	1698.3	3.5	4	Det.	1	Sep.	Iron.	Iron.	I	CI	3.00	.69	Heli	None	CI	10.25	582.0	2.19x7.19	Rod	4
Twin City TE	Tractors	6-7¾x9	144.1	140-650	2547.5	3.5	4	Det.	1	Sep.	Iron.	Iron.	I	CI	3.00	.69	Heli	None	CI	10.25	582 0	2.19x7.19	Rod	4
Van Blerck N-6	Buses, Tr.	6-5½x6	72.5	156-1500	855.3	4.1	3	Det.	2	Sep.	SS	Al	I	Sil.	2.12	.37	Heli	None	SS	6.25	172.0	1.50x5.19	Rod	3
Van Blerck R	Buses, Tr.	6-5¾x7	79.6	175-1500	1089 6	4.0	3	Det.	2	Sep.	SS	Al	I	Sil.	2.12	.37	Heli	None	SS	6.25		5.75x5.50	Rod	3
Waukesha ZA	T, Tr.	4-3¼x4½	16.90	30-2500	149.3	4.6	3	Det.	4	Int.	Iron.	PS	L	Sil.	1.37	.25	Heli	None	CI	5.47	32.5	.75x2.94	Pist	3
Waukesha CU	T, B, Tr.	4-4⅜x5¾	30.63	48-1650	346	3.8	3	Det.	2	Sep.	Al	Iron°	L	Chn.	2.00	.34	Heli	None	CI	6.09	99.2	1.25x3.75	Pist	3
Waukesha GU	T & Tr.	4-5⅜x6¼	46.20	68-1450	567.0	3.7	3	Det.	2	Sep.	Al	Iron	L	Chn.	2.12	.37	Heli	None	CI	6.47	138.7	1.37x4.81	Pist	3
Waukesha 6HB	T & B	6-4¼x5¾	43.10	90-2000	490.0	4.6	3	Det.	2	Sep.	Al	Al	L	Sil.	2.25	.34	Heli	None	CI	5.00	83	1.37x3.69	Pist	3
Waukesha 6QB	T & B	6-4 x5¾	38.40	83-2200	434.0	4.5	3	Det.	2	Sep.	Al	Al	L	Sil.	2.25	.37	Heli	None	CI Al	5.00	71.2	1.37x3.37	Pist	3
Waukesha V	T, B & Tr.	4-4 x5	25.60	50-2200	251.0	3.8	3	Det.	4	Int.	Iron.	PS	L	Sil.	1.75	.34	Heli	None	CI	4.34	54.2	1.00x3.62	Pist	3
Waukesha XA	T & Tr.	4-3½x4½	19.05	34½-2500	173.0	4.3	3	Det.	4	Int.	Iron.	PS	L	ChN	1.37	.25	Heli	None	CI	3.69	35	.75x3.19	Pist	3
Waukesha FU	T, B, Tr.	4-4 x5¾	25.60	43-1600	289.0	°4.3	3	Det.	2	Sep.	Al	Iron.	L	ChN	2.00	.34	Heli	None	CI°	5.47	86.2	1.25x3.37	Pist	3
Waukesha DU	T, B, Tr.	4-4½x6½	32.40	53-1500	397.6	3.6	3	Det.	2	Sep.	Al	Iron.	L	ChN.	2.12	.34	Heli	None	CI°	5.84	156.0	1.37x3.87	Pist	3
Waukesha EU	T, Tr.	4-5 x6¼	40.00	62-1350	490.8	3.7	3	Det.	2	Sep.	Al	Iron.	L	ChN.	2.12	.34	Heli	None	CI	6.47	135.5	1.37x4.44	Pist	3
Waukesha WS	Industrial	4-5¾x8	52.90	90-1200	831.0	3.7	4	Det.	2	Sep.	Al	Iron.	L	Sil.	2.50	.50	Heli	None	CI	7.47	215.5	1.62x5.25	Pist	4
Waukesha WL	Industrial	4-6¼x8	62.50	105-1200	982.0	3.6	4	Det.	2	Sep.	Al	Iron.	L	Sil.	2.50	.50	Heli	None	CI	7.47	246.0	1.62x5.75	Pist	4
Waukesha 6AB	T & B	6-4½x5¾	48.60	99-2000	549.0	°4.6	3	Det.	2	Sep.	Al	Al	L	Sil.	2.25	.37	Heli	None	CI	5.00	90.5	1.00x3.87	Pist	3
Waukesha 6KS	Trucks & Buses	6-4x4¾	38.40	76-2500	358	4.64	3	Det.	3	Sep.	Iron.	PS	L	Sil.	1.75	.37	Heli	None	CI	4.34	54	1.00x3.62	Pist	3
Waukesha 6KU	T & B	6-4¼x4¾	43.4	78-2000	404.0	4.6	3	Det.	6	Sep.	Iron.	PS	L	Sil-e.	1.75	.37	Heli	None	CI	4.34	54.7	1.00x3.87	Pist	3
Waukesha JS	Industrial	4-5½x7	48.4	84-1200	665.0	3.75	3	Det.	2	Sep.	Iron.	Iron.	L	Sil-e.	2.50	.44	Heli	None	CI	6.97	192	2.62x4.87		4
Waukesha JL	Injustrial	4-6x7	57.6	96-1200	792.0	3.75	3	Det.	2	Sep.	Iron.	Iron.	L	Sil-e.	2.50	.44	Heli	None	CI	6.97	212	1.62x5.25	Pist	4
Waukesha JK	Industrial	4-6½x7	67.6	102-1200	929.0	3.75	3	Det.	2	Sep.	Iron.	Iron.	L	Sil-e.	2.50	.44	Heli	None	CI	6.97		1.62x5.75		4
Waukesha WK	Industrial	4-6¾x8	72.7	125-1200	1145.0	3.6	3, 4	Det.	2	Sep.	Iron.	Iron.	L	Sil-e.	2.75	.50	Heli	None	CI	7.47	281	1.62x6.12		4
Waukesha 6XL	T & B	6-3½x4½	29.4	53½-2000	260.0	4.6	3	Det.	6	Int.	Iron.	PS	L	Sil-e.	1.62	.31	Heli	None	CI	3.69	37	.75x3.19	Pist	3
Waukesha 6XK	T & B	6-3¾x4½	33.7	61-2000	298.0	4.6	3	Det.	6	Int.		PX	L	Sil-e.	1.62	.31	Heli	None	CI	3.69	39.5	.75x3.44	Pist	3
Wisconsin SU	T, Tr.	4-4 x5	25.60	50-2000	251.3	4.2	3	Det.	4	Int.	Iron.	PS	I	Sil.	1.50	.38	Heli	Yes	CI	4.2)	54.7	1.06x4 48	Rod	3
Wisconsin RAU, RCU	C, T, B, Tr.	4-4¾°x6	36.10	61-1600	425.3	3.76	3	Det.	2	Sep.	Al	Al	L	Sil.	2.12	.34	Heli	None	CI	6.12	99.0	1.37x4.31	Rod	3
Wisconsin RBU	C, T, B, Tr.	4-5 x6	40.00	64-1600	471.2	3.78	3	Det.	2	Sep.	Al	Al	L	Sil.	2.12	.34	Heli	None	CI	5.91	109.0	1.37x4.56	Rod	3
Wisconsin Y	Cars & B	6-3⅝x5	27.34	75-3000	268.0	4.6	3	Det.	6	Int.	Iron.	PS	I	Sil.	1.50	.38	Chain	None	CI	4.00	32.0	1.06x3.12	Rod	3
Wisconsin Z	Buses	6-4½x5	48.60	103-2200	477.0	4.5	3	Det.	6	Sep.	Al	Al	I	Sil.	1.93	.38	Heli	Yes	CI	4.75		1.19x3.93	Rod	4
Wisconsin H, HB	T, B, & Tr.	6-4°x5	38.4	67-2000	377	4.54	3, 4	Det.	6	Int.	Iron.	Al	I	Sil-e	1.62	.38	Heli	Accx	CI	4.50	59.5	1.19x3.47	Rod	3
Wisconsin W	T, Tr.	4-4½x5	27.2	53-2000	367	4.2	3	Det.	4	Int.	Iron.	PS	I	Sil.	1.53	.38	Heli	Accx°	CI	4.25	55	1.06x3.48	Rod	3
Wisconsin X	Trucks & Tr	4-4½x5	32.4	74-2300	318.1	4.25	3	Det.	4	Int.	Iron.	Al	I	Sil.	2.06	.38	Heli	Accx°	CI	4.75		1.19x3.94	Rod	4
Wisconsin E	Tractors	6-6x7	86.4	145-1200	1187	4.0	4	Det.	2	Sep.	Iron.	Iron.	I	Sil.	2.50	.44	Heli	None	CI	6.25		1.69x5 22	Rod	4
Wisconsin K	Tractors	4-6x7	57.6	112-1300	792	4.0	3	Det.	4	Sep.	Iron.	Iron.	I	Sil.	2.50	.44	Heli	None	CI	6.25		1.69x5.22	Rod	4
Wisconsin C, C-1	Tractors	4-3¾°x5	22.5	38-2000	221	4.17	3	Det.	4	Int.	Iron.	PS	L	Sil.	1.53	.26	Heli	None	CI	4.47		1.06x		3
Wisconsin B-2, B-3	Tractors	4-5¼x6½	44.1	91-1490	563	4.08	3	Det.	4	Sep.	Iron.	Iron.	I	Sil.	2.25	.43	Heli	None	CI	5.95		1.50x4.50	Rod	4
Wisconsin N	Trucks	6-3⅝x4¼	27.0	50-2200	228.0	4.6	3	Det.	6	Int.	Iron.	PS	I	Sil-e.	1.50	.37	Heli	Cam	CI	4.00	32	1.00x3.12	Pist	3
Yellow-Sleeve Y, YZ	Buses	6-4¼x5½	43.35	108-2100	468.0	4.8	3	Det.	6	Sep.	Al	Al	SI	None	No	No	Chain	None	Al	5.00	60.91	1.25x3.71	Flo	5
Yellow Sleeve HX	Buses	6-3¼x4½	29.40	604-2600	260.0	5.1	3	Det.	6	Sep.	Al	Al	SI	None	No	No	Chain	None	Al	4.44	35.08	1.00x2.97	Flo	5

ABBREVIATIONS:

a—Main Bearings.
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut.
ASt—Alloy Steel.
b—Connecting Rod Bearings.
B—Buses.
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
Cent—Centrifugal.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
Crac—Crankshaft and Accessories.
ChN—Chrome Nickel Steel.
Chr—Chromium Steel.
CI—Cast Iron.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.
I—Both valves in head.

Engines—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
								Diameter and Length (Ins.)																	
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ors.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
Car...	10.50	.....	Car...	.75	Yes...	2.25x2.50	3	2.37x3.00	2.37x2.50	abcd....	Gear..	Pump...	Cent..	Stk...	Cent..	1200	900	1050	Yes...	.....	.....	.....	2	Jackson	J-A
Car...	15.37	282	Car...	1.00	Yes...	3.00x3.50	2	3.00x5.00	3.00x5.00	abd.....	Gear..	ThS....	None..	Stk...	Cent..	800	800	....	Yes...	.....	.....	.....	No...	John Deere	D
Car...	8.00	34	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist...	ThS....	None..	Stk...	Cent..	1800	1500	....	Yes...	15	24	28	Opt...	Le Roi	K
Car...	8.00	36.0	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist...	ThS....	None..	Opt...	Cent..	1600	1200	.....	Yes...	15	24	28	Opt...	LeRoi	2C, CR
Car...	8.00	36.0	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist...	ThS....	None..	Stk...	Cent..	1200	1100	.....	No...	18	22	22	Opt...	LeRoi	MR & M
Car...	8.00	36	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist...	ThS....	.....	Stk...	Cent..	1200	1200	.....	Yes...	18	22	17	No...	Le Roi	R&RR
Car...	8.00	36	Car...	None....	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpP....	Pist...	ThS....	.....	Stk...	Cent..	1200	1200	.....	Yes...	17	22	22	Opt...	Le Roi	S&SR
Dur...	10.00	33	Car...	None....	Yes...	2.25x1.75	4	2 25x2 00	2.25x3.75	abcde..	Gear..	Pump...	Cent..	Opt...	Suct..	2000	900	780	Yes...	25⅝	34	44	2, 3	Lever (Powell)	BTC-1
Dur...	8 00	24	ChN°.	None....	Yes...	2.00x1.50	7	2.25x1.37	2 25x2.00	abcde..	Gear..	Pump...	Cent..	.....	.....	.....	1150	435	Yes...	25⅝	29	35	3	Lever (Powell)	PC-1
Dur...	8 00	24	ChN°.	None....	Yes...	2.00x1.50	9	2.25x1.37	2.25x2.00	abcde..	Gear..	Pump...	Cent..	.....	.....	.....	1150	600	Yes...	25⅝	29	45	3	Lever (Powell)	PD-1
Car...	9.00	43.0	Car...	None....	No...	1.75x2.00	2	1.87x2.37	1.87x2.75	Splash...	Pist...	ThS....	None..	Opt...	Cent..	2000	1030	400	No...	26⅛	30	41½	2, 3,4,5	Light	H
Car...	11.94	56.0	Car...	None....	No...	2.12x1.81	5	2.12x2.69	2.12x2.62	abc.....	Gear..	ThS....	None..	NP...	None..	None..	1200	505	No...	20⅝	30¾	41⅝	3, 5	Lycoming	CF
Car...	11.94	56.0	Car...	None....	No...	2.12x1.81	5	2.12x2.69	2.12x2.62	abc.....	Gear..	ThS....	None..	Opt...	Opt...	Opt...	800	515	No...	20⅝	30¾	41⅝	3, 5	Lycoming	CT
Car...	11.94	56.0	Car...	None....	No...	2.12x1.81	5	2.12x2.69	2.12x2.62	abc.....	Gear..	Opt.....	Cent..	Opt...	Opt	Opt	1100	520	No...	20⅝	31⅛	41⅝	3, 5	Lycoming	C4
Car...	11.94	56	Car...	None....	No...	2.12x1.81	5	2.12x2.69	2.12x2.69	abce....	Gear..	Pump...	Cent..	Opt...	Opt...	None..	1100	520	No...	20⅝	31⅛	41⅝	3	Lycoming	C4W
Car...	9.00	42.0	Car...	None....	No...	2.12x1.50	5	2.37x2.75	2.37x2.75	ab.....	Gear..	Pump...	Cent..	NP...	None..	None..	1100	700	No...	25¾	26⅝	48⅛	4	Lycoming	3H
Dur°.	9.00	23°	Car...	None....	No...	2.13x1.50	5	2.37x2.75	2.37x2.75	ab.....	Gear..	Pump...	Cent..	NP...	None..	None..	1100	700	No...	25¾	26⅝	48⅛	4	Lycoming	4H
Dur°.	9.60	.....	Car...	None..	No...	2.12x1.25	4	2.37x1.87	2.37x1.87	abce....	Gear..	Pump...	Cent..	None..	.....	None..	1200	500	No...	22	28¼	34⅛	5	Lycoming	WS
Car...	9.00	42	Car...	None....	No...	2.12x1.50	4	2.37x1.94	2.37x2.06	ab.....	Gear..	Pump...	Cent..	NP...	None..	None..	1000	600	No...	25¾	26⅞	36⅛	4, 3	Lycoming	4S
Car...	9.00	47	Car...	None....	No...	2.12x1.50	4	2.37x2.06	2.37x2.37	abcde..	Gear..	Pump...	Cent..	Opt...	Suct..	.....	800	605	No...	25¾	29½	38⅝	3	Lycoming	4SL
Car...	10.75	44.5	Car...	None....	No...	2.50x1.62	4	2.75x2.62	2.75x2.75	abc.....	Gear..	Pump...	Cent..	NP...	None..	None..	800	745	No...	25¾	30⅛	44⅛	3	Lycoming	TH
Car...	10.75	44.5	Car...	None....	No...	2.50x1.62	4	2.75x2.62	2.75x2.75	abc.....	Gear..	Pump...	Cent..	NP...	None..	None..	800	745	No...	25¾	30⅛	44⅛	3	Lycoming	TF
Car...	10.75	44.5	Car...	None....	No...	2.50x1.62	4	2.75x1.87	2.75x2.75	abc.....	Gear..	Pump...	Cent..	NP...	None..	None..	800	750	No...	25¾	30⅛	44⅛	3	Lycoming	TS
Car...	9.50	37	Car...	None....	No...	2.12x1.25	5	2.37x1.75	2.37x1.87	abc.....	Gear..	Pump...	Cent..	NP...	None..	None..	1100	630	No...	22	28¼	42⅛	5	Lycoming	GT
Dur°.	9.50	..	Car...	None....	No...	2.12x1.25	5	2.37x1.87	2.37x1.87	abce....	Gear..	Pump...	Cent..	NP...	NP...	None..	1100	630	No...	22	28¼	42⅛	5	Lycoming	GS
Dur°.	9.00	23°	Car...	None....	No...	2.12x1.50	5	2.37x2.75	2.37x2.75	ab.....	Gear..	Pump...	Cent..	NP...	None..	None..	1100	700	No...	25¾	26⅝	48⅛	4, 5	Lycoming	4HM
Car...	9.00	42	Car...	None....	No...	2.12x1.50	4	2.37x1.94	2.37x2.25	ab.....	Gear..	Pump...	Cent..	NP...	None..	None..	1000	600	No...	25¾	26⅞	38⅛	3,4,5*	Lycoming	4SM
Car...	9.00	42	Car...	None....	No...	2.12x1.50	4	2.12x1.94	2.37x2.37	ab.....	Gear..	Pump...	Cent..	NP...	None..	None..	1000	600	No...	25¾	26⅞	38⅛	3,4,5*	Lycoming	4SG
Dur...	9.00	23	Car...	None....	No...	2.12x1.50	5	2.37x2.75	2.37x2.75	abce....	Gear..	Pump...	Cent..	NP...	NP...	None..	2200	700	.....	25¾	27⅛	48⅛	4	Lycoming	HD
Dur...	9.00	23	Car...	None....	No...	2.12x1.50	5	2.37x2.75	2.37x2.75	abc.....	Gear..	Pump...	Cent..	NP...	NP...	None..	2200	700	No...	25¾	27⅛	48⅛	4	Lycoming	MD
Car...	7.50	25.0	Car...	None....	No...	1.44x1.75	2	1.44x2.75	1.44x2.38	a.....	Pist...	Pump...	Gear..	Opt...	None..	None..	.....	250	Yes...	11	18¾	37¾	.....	Niagara	
Car...	.....	.....	ASt..	None....	No...	3.00x3.00	2	3.00x5.00	3.00x5.00	abcd....	Ecc...	Pump...	Cent..	Stk...	Cent..	600	600	1000	Yes...	.....	.....	.....	.....	Reliable	10-20
Dur...	12.50	112.0	NicS..	.50	No...	2.50x3.25	3	2.50x3.18	2.50x4.00	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	1200	900	950	Yes...	23	38⅝	46⅝	3, 2	Stearns	HU & H
Dur...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	°1200	°950	1400	Yes...	23	42¾	50	1, 2	Stearns	AU, A, AR
Dur...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	°1200	°950	1450	Yes...	23	42¾	50	1, 2	Stearns	DU, D, DR
Dur...	12.50	112.0	NicS..	.50	No...	2.50x3.25	3	2.50x3.18	2.50x4.00	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1200	900	Yes...	23	38⅝	46⅝	2, 3	Stearns	HR
Car...	13.25	188.	ChN.	None....	.....	2.75x3.50	4	2.87x4.48	2.87x4.48	abde...	Gear..	Pump...	No...	Opt...	Cent..	1200	950	2100	No...	25½	42¾	70	1	Stearns	DU-6
Car...	13.25	188	ChN.	None....	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	abde...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	900	2100	No...	25½	42¾	70	1	Stearns	DUV6
Dur...	13.25	152.0	NicS..	None....	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	°1200	°950	°1950	No...	25½	34½	70	1	Stearns	EU6
.....	13.25	188	ChN.	None....	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	abde...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	950	2175	.....	25½	42¾	70	1	Stearns	EUV6
Dur...	13.25	152.0	NicS..	None....	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	°1500	°1200	°1825	No...	25½	34½	70	1	Stearns	DR6
Dur...	13.25	152	ASt...	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	1495	Yes...	23	42¾	50	1, 2	Stearns	EU4
Car...	10.00	44.0	Car...	None....	No...	2.00x2.00	2	Ball.....	Ball.....	Splash...	Pump.	ThS....	None..	Stk...	Cent..	Opt...	1400	300	No...	24	28	27⅝	4*	Turmo	N
Car...	10.00	44.5	Car...	None....	No...	2.00x2.00	3	1.87x3.12	2 00x3.25	abcd....	Gear..	ThS....	None..	Stk...	Cent..	Opt...	1600	465	No...	24	28	35	3*	Turmo	S
Car...	10.00	44.7	Car...	None....	No...	2.00x2.00	3	1.94x3.12	2.06x3.25	abcd....	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	1400	475	No...	24½	28	35	3*	Turmo	H
Car...	12.00	112.0	Car...	None....	Yes...	2.37x2.87	3	2.25x3.06	2.75x4.00	ab.....	Gear..	Pump...	Cent..	Stk...	Cent..	1500	1000	1040	Yes...	28	42¾	40½	2	Twin City	TW
Car...	14.00	248.0	Car...	None....	Yes...	3.00x3.62	3	2.87x3.9	8.12x5.75	ab.....	Gear..	Pump...	Cent..	Stk...	Cent..	1200	600	1900	Yes...	33½	51½	52¾	None..	Twin City	AE
Car...	18.00	317.0	Car...	None....	No...	3.00x3.44	3	3.00x6.12	3.00x6.44	ab.....	Vane..	Pump...	Cent..	Stk...	Cent..	750	500	2200	Yes...	34⅞	52⅛	55⅝	None..	Twin City	TR
Car...	20.50	608.0	Car...	None....	No...	3.50x4.37	5	3.50x6.19	3.50x6.68	ab.....	Vane..	Pump...	Cent..	Stk...	Cent..	650	350	3800	Yes...	39	68¾	69	None..	Twin City	TA
Car...	20.50	616.0	Car...	None....	No...	3.50x4.37	5	3.50x6.19	3.50x6.68	ab.....	Vane..	Pump...	Cent..	Stk...	Cent..	650	350	3900	Yes...	39	68¾	69	None..	Twin City	BE
Car...	20.50	616.0	Car...	None....	No...	3.50x4.37	7	3.50x6.19	3.50x6.68	ab.....	Vane..	Pump...	Cent..	Stk...	Cent..	650	350	6000	Yes...	39⅜	66	93	.....	Twin City	TE
ASt...	13.25	200	ChN.	None....	No...	2.62x3.00	5	2.75x4.00	2.75x4.25	abcd....	Gear..	Pump.	Opt...	Opt...	Cent..	1500	1500	1800	No...	16¾	38⅞	83½	Yes...	Van Blerck	N-6
ASt...	13.25	.....	ChN.	None....	No...	2.62x3.00	5	2.75x4.00	2.75x4.25	abcde...	Gear..	Pump*	.....	Opt...	Cent..	1500	1500	2000	No...	29¾	38⅞	83½	Yes...	Van Blerck	R
Car...	8.75	37.0	Car...	.25	No...	2.00x1.50	3	2.00x1.87	2.00x2.50	abc.....	Gear..	ThS....	None..	Opt...	Cent..	2000	1100	365	No...	17⅛	28	32¼	5	Waukesha	ZA
Car...	12.25	113.0	ChN.	.25	No...	2.37x2.50	3	2.37x2.50	2.50x3.25	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	°1600	°800	940	Yes...	30½	38¾	40¾	1, 2	Waukesha	CU
Car...	13.25	148.0	ChN.	.50	No...	2.37x3.25	3	2.37x3.25	2.50x4.00	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	1050	600	980	Yes...	26	40½	47⅛	1	Waukesha	GU
Car...	12.25	131.5	ChN.	None....	No...	2.75x2.50	4	3.50x2.50	3.50x3.37	ab.....	Gear..	Pump...	Cent..	Opt...	Cent..	1600	1000	1250	No...	26	41⅛	54⅛	2	Waukesha	6HB
Car...	12.25	131.5	ChN.	None....	No...	2.75x2.50	4	3.50x2.50	3.50x3.37	ab.....	Gear..	Pump...	Cent..	Opt...	Cent..	1600	1000	1250	No...	26	41⅛	54⅛	2	Waukesha	6QB
Car...	10.00	57.5	Car...	.25	No...	2.25x2.00	3	2.25x2.00	2.37x2.75	ab.....	Gear..	Opt.....	Cent..	Opt...	Cent..	1400	1000	580	No...	20½	34	36⅛	3	Waukesha	V
Car...	8.75	37.0	Car...	.25	No...	2.00x1.50	3	2.00x1.87	2.00x2.50	ab.....	Gear..	ThS....	None..	Opt...	Cent..	1800	1100	375	No...	17½	27	32¼	5	Waukesha	XA
Car...	12.25	113	ChN.	.25	No...	2.37x2.50	3	2.37x2.50	2.50x3.25	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	°1400	°800	°825	Yes...	30½	38¾	40¾	1, 2	Waukesha	FU
Car...	13.25	133	ChN.	.25	No...	2.37x2.75	3	2.37x2.75	2.50x3.50	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	°1200	°750	910	Yes...	30½	40½	43½	1, 2	Waukesha	DU
Car...	13.25	151	ChN.	.50	No...	2.37x3.25	3	2.37x3.25	2.50x4.00	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	1200	700	960	Yes...	30½	40½	47⅛	1, 2	Waukesha	EU
Car...	18.00	269	Car...	1.00	No...	3.25x2.75	5	3.75x3.75	3.75x5.50	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	1000	600	2650	Yes...	34⅝	51¾	56½	Opt...	Waukesha	WS
Car...	18.00	269	Car...	1.00	No...	3.25x2.75	5	3.75x3.75	3.75x3.50	abc.....	Gear..	Pump...	Cent..	Stk...	Cent..	1000	500	2700	Yes...	34⅝	51¾	56½	Opt...	Waukesha	WL
Car...	12.25	131.5	ChN.	None....	No...	2.75x2.50	4	3.50x2.50	3.00x3.50	abc.....	Gear..	Pump...	Cent.	Opt...	Cent.	1800	1000	1250	No...	26	41⅛	54⅛	Opt...	Waukesha	6AB
Car...	10.00	57	Car...	None....	No...	2.75x1.50	7	3.00x1.87	3.00x3.00	abc.....	Gear..	Pump...	Cent.	Opt...	Cent.	2000	800	1100	No...	25	34⅞	46⅞	2, 3	Waukesha	6KS
Car...	10.00	59.5	Car...	None....	No...	2.75x1.50	7	3.00x1.87	3 00x3.00	abce....	Gear..	Pump...	Cent.	Opt...	Cent.	2000	800	1125	No...	26	34⅞	46⅞	2, 3	Waukesha	6KU
Car...	15.37	257	Car.	1.00	No...	3.25x2.75	3	3.75x3.25	3.75x4.25	abce....	Gear..	Pump...	Cent.	Stk...	Cent..	1050	700	1950	No...	33¼	47⅞	51⅝	0, 1	Waukesha	JS
Car...	15.37	257	Car...	1.00	No...	3.25x2.75	3	3.75x3.25	3.75x4.25	abce....	Gear..	Pump...	Cent.	Stk...	Cent..	1050	700	2000	Yes...	33¼	47⅞	51⅝	0, 1	Waukesha	JL
Car...	15.37	257	Car...	1.00	No...	3.25x2.75	3	3.75x3.25	3.75x4.25	abce....	Gear..	Pump...	Cent.	Stk...	Cent..	1050	650	2250	Yes...	33¼	47⅞	51⅝	0, 1	Waukesha	JK
Car...	18.00	269	Car...	1.00	No...	3.25x2.75	5	3.75x3.75	3.75x5.50	abce....	Gear..	Pump...	Cent.	Stk...	Cent..	1050	500	2600	Yes...	34⅝	51¾	56½	0,00	Waukesha	WK
Car...	8.75	37	ChN.	None....	No...	2.00x1.50	7	2.37x1.62	2.37x2.75	abce....	Gear..	Opt.....	Cent.	Opt...	Cent.	2200	1000	800	No...	20½	30⅞	43⅛	3	Waukesha	6XL
Car...	8.75	37	ChN.	None....	No...	2.00x1.50	7	2.37x1.62	2.37x2.75	abce....	Gear..	Opt.....	Cent.	Opt...	Cent.	2200	1000	825	No...	20½	30⅞	43⅛	3	Waukesha	6XK
Car...	10.50	56.0	Car.	None....	No...	2.00x2.00	3	1.94x2.50	2.06x3.00	ab.....	Gear..	Pump...	Cent.	Opt...	None..	None..	1000	635	No...	22	34⅜	35½	3	Wisconsin	SU
Car...	12.50	121.0	ASt..	None....	No...	2.25x3.00	3	2.25x3.00	2.37x4.00	ab.....	Gear..	Pump...	Cent.	Opt...	None..	None..	950	890	No...	23⅞	36¼	48¾	3	Wisconsin	RAU, RCU
Car...	12.50	121.0	ASt..	None....	No...	2.25x3.00	3	2.25x3.00	2.37x4.00	ab.....	Gear..	Pump...	Cent.	Opt...	None..	None..	950	900	No...	23⅞	36¼	48¾	3	Wisconsin	RBU
Car...	12.00	59.0	Car...	None....	No...	2.50x1.50	3	2.50x2.34	2.50x2.75	ab.....	Gear..	Pump...	Cent.	NP...	None..	None..	900	790	No...	25¾	36	41⅞	3	Wisconsin	Y
Car...	10.50	.....	Car...	None....	No...	2.75x2.50	4	2.75x3.00	2.75x3.50	ab.....	Gear..	Pump...	Cent.	Opt...	Opt.....	.....	800	950	No...	21⅞	34¼	52⅛	2	Wisconsin	Z
Car...	10.5	94.8	Car...	None....	No...	2.75x2.00	4	2 75x2.50	2.75x3.00	abc.....	Gear..	Pump...	Cent.	Stk...	Cent..	1575	800	1015	No...	25¾	35⅜	55⅛	2	Wisconsin	H, HB
Car...	10.50	.....	Car...	None....	.....	2.37x2.00	3	2.37x2.50	2.37x3.00	ab.....	Gear..	Pump...	Cent.	Opt...	.....	.....	900	645	No...	22	34⅛	35⅞	3	Wisconsin	W
Car...	10.50	....	Car...	None....	No...	2.75x2.50	3	2.75x3.00	2.75x3.00	abc.....	Gear..	Pump...	Cent.	Opt...	.....	.....	1200	850	No...	25¾	36	47⅛	2	Wisconsin	X
Car...	14	.....	Car.	None....	No...	3.25x3.00	4	3.75x4.00	3.75x4.00	abcd....	Gear..	Pump...	Cent.	Opt...	Opt.....	.....	700	.....	.....	.....	.....	.....	.....	Wisconsin	E
Car...	14	.....	Car...	None....	No...	3.25x3.00	3	3.25x4.00	3.25x4.00	abcd....	Gear..	Pump...	Cent.	Opt...	Opt.....	.....	800	2050	.....	28½	40⅛	55⅛	0	Wisconsin	K
Car...	10½	.....	Car...	None....	No...	2.00x2.00	3	1.94x2.50	2 06x3.00	abc.....	Gear..	Pump...	Cent.	Opt...	Opt.....	.....	900	605	.....	25¾	27¼	35⅞	3	Wisconsin	C, C-1
Car...	13	.....	Car...	None....	No...	3.00x2.75	3	3.00x3.50	3.00x3.50	abcd....	Gear..	Pump...	Cent.	Opt...	Opt.....	.....	800	1800	.....	28½	46⅞	51⅛	0	Wisconsin	B-2, B-3
Car...	9.00	56	Car...	.....	.....	2.25x1.75	4	2.25x2.50	2.25x3.00	ace.....	Gear..	Pump...	Cent.	Opt...	.....	.....	800	820	No...	23⅜	31⅞	44⅛	3	Wisconsin	N
Car...	12.12	105.3	Car...	None....	No...	2.50x1.37	7	2.75x2.28	2.75x3.25	abcd....	Gear..	Pump...	Cent..	Opt...	Cent..	°2000	800	1000	No...	°28	39½	51°	2	Yellow-Sleeve	Y, YZ
Car...	10.75	63.60	Car...	.25	No...	2.37x2.34	4	2.25x2.12	2.44x3.25	ab.....	Gear..	Pump...	Cent..	Opt...	Cent..	1800	1000	791	No...	27⅜	41⅛	46⅛	3	Yellow Sleeve	HX

Io—Valve in Head; overhead camshaft.
Int—Integral.
L—Valves at side. ("L" head).
Mag—Magnesium.
NicS—Nickel Steel.
NP—No provision.
Opt—Optional.
Pist—Piston.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silcrome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.
Sl—Sleeve.

Spec—Special.
SS—Semi Steel.
SpP—Splash with pressure.
Stk—Standard Equipment.
Suct—Suction.
T—Trucks.
ThS—Thermo-siphon.
Tr—Tractors.

Tun—Tungsten.
Var—Various.
*—Optional.
°—Others also.
†—Inlet valve only.
§—Pressure to all main crankshaft and camshaft bearings.
‡—1927 Specifications.

American Stock

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.) First Reduction Pinion	First Reduction Gear	Final Reduction Pinion	Final Reduction Gear	GEAR RATIO First Reduction Standard	First Reduction Optional	Final Reduction Optional	Final Reduction Standard	Final Reduction Optional	NOMINAL PITCH OF GEARS First Reduction	Final Reduction	FACE OF GEARS First Reduction	Final Reduction	AXLE SHAFT Diameter at Differential End (Ins.)	Diameter at Wheel End (Ins.)	Material S.A.E. No.	RANGE OF SPRING CENTERS Maximum	Minimum	Propulsion Taken by	Torque Taken By	Provision for Radius Rods?
†Adams 75002	Cars			½F	SB	2315	2315	None	None	4.87	None	None	None	None	4.9	None	1.25	None	1.25	1.50	3135	37		Sp	Sp	No
†Adams 75100	Cars			½F	SB	2315	2315	None	None	4.77	5.11	None	None	None	4.65	None	1.25	None	1.25	1.50	3135	39		Sp	Sp	No
Clark B-365	Trucks	3600	550	½ F	SB	2315	2315	None	None	5.1	5.66	4.25	None	None	4.25	None	1.25	None	1.62	1.87	4130	40	38½	Sp	Sp	No
Clark B506	Trucks			¾F	SB		2315	None	None	5.66	5.1	6.37	None	None	3.80	None	1.69	None	1.75	2.25	3140	40	38½	Sp	Sp	No
Clark B-504	Trucks	5500	650	½ F	SB	2315	2315	None	None	6.28	5.50	None	None	None	3.48	None	1.31	None	1.75	2.25	3140	40	38½	Sp	Sp	No
Clark B367	Trucks			½F	SB	2315	2315	None	None	5.1	5.66	4.25°	None	None	4.25	None	1.25	None	1.62	1 87	4130	40	38½	Sp	Sp	No
Clark B-720	Trucks	7200	1000	½ F	SB	2315	2315	None	None	7.00	8.00	6.22	None	None	3.33	None	1.81	None	2.06	2.75	3140	40	38½	Sp	Sp	No
Clark B-720 Bus	Buses	7200	1000	½ F	SB	2315	2315	None	None	7.00	8.00	6.22	5.60	None	3.33	None	1.81	None	2 06	2.75	3140	47	42	Sp	Sp	No
Columbia 17000	Cars	2000	Var	½F	SB	2320	2320	None	None	4.89	4.44		None	None	4.75	None	1.25	None	1.25	1.37	4140	41	37	Sp	Sp	No
Columbia 20000	Cars	2300	Var	½F	SB	2320	2320	None	None	4.45	5.10	4.63	None	None	4.8	None	1.31	None	1.31	1.56	4140	42	37	Sp	Sp	No
Columbia 35000	Trucks	3000	Var	½F	SB	2320	2320	None	None	5.12	5.57	None	None	None	3.68	None	1.31	None	1.43	1.75	4140	39½	38½	Sp	Sp	No
Columbia 54000	Trucks	4500	Var	¾F	SB			None	None	5.12	5.86	4.50	None	None	3.4	None	1.50	None	1.56	1.56	4140	40	37	Sp	Sp	No
Duer	Trucks	8132	616	FF	Wo*	3120	Bro.						7.75						1.75	1.75	3140	42 1/4		Sp	Sp	Yes
Duer	Buses			FF	SB			None	None	4.00	4.50	None	None	None	4	None	2	None	1.75	1.75	3140	48½		Sp	Sp	Yes
Eaton 41HB	Cars	Var	530	½ F	SB	2320	2320	None	None	4.63	4.45	5.0	None	None	4.50	None	1.25	None	1.37	1.75	3140	41	37	Sp	S-A	No
Eaton 421R	Cars	Var	775	½ F	SB	2315	2315	None	None	4.72	3.86	4.15	None	None	4.24	None	1.50	None	1.50	2.00	Mol	42		T A	T A	No
Eaton (Torb) 7502	Trucks	2700	400	F F	I G	2315	2315	2315	1050	1.83	1.57	2.33	3.43	None	5.00	5½–7	.87	1.00	1.00	1.18	3140	40¼	37½	Sp	Sp	No
Eaton (Torb) 10000	Trucks	4200	560	F F	I G	2315	2315	2315	1050	2.00	1.79	1.57	4.00	None	4.50	5½–7	1.00	1.12	1.12	1.18	3140	39¼	37½	Sp	Sp	No
Eaton (Torb) 15000	Trucks	6000	680	F F	I G	2315	2315	2315	1050	1.89	1.52	2.10	4.00	None	4.50	5–6	1.25	1.25	1.25	1.37	3140	40	36½	Sp	Sp	No
Eaton (Torb) 25000	Trucks	8000	840	F F	I G	2315	2315	2315	1050	1.95	1.70	2.17	4.30	None	4.50	4½–5	1.31	1.62	1.25	1.57	3140	40¼	36⅝	Sp	Sp	No
Eaton (Torb) E4	Trucks	12000	1330	F F	I G	2315	2315	2315	1050	2.11	1.84	2.40	4.84	None	4.00	4–5	1.37	1.81	1.50	1.96	3140	44	39	Sp	Sp	No
Eaton 501-R, 502-R	Trucks	2400	330	½ F	SB	2315	2315	None	None	4.45	4.9	None	None	None	4.78	None	1.25	None	1.25	1.57	Mol	44°	Var.	Sp	Sp	No
Eaton 1002	Trucks	4500	460	½ F	SB	2315	2315	None	None	5.30	5.66	None	None	None	4.25	None	1.25	None	1.50	2.00	Mol	40	Var.	Sp	Sp	No
Eaton 1502	Trucks	5500	675	½ F	SB	2512	2315	None	None	5.66	6.37	6.62	None	None	....	None	1.25	None	1.37	2.00	Mol	40	Var.	Sp	Sp	No
Eaton 30000	Trucks	7000	1000	F F	D R	2512	2315	2315	2315	2.54	None	None	3.20	None	3.70	4.50	1.37	3.00	1.75	1.75	Mol	39½	37½	Sp	Sp	No
Eaton 40000-41000	Trucks	10000	°1300	F F	D R	2512	2315	2315	2315	1.84	2.84	None	2.69	3.20	3.80	4.20	1.62	3.00	2.00	2.00	Mol	44½°	38¼°	Sp	Sp	No
Eaton 62000-65000	B,T	14000	°2000	F F	D R	2512	2315	2315	2315	1.54	2.67	None	2.67	3.40	3.63	4.00	1.75	3.50	2.25	2.25	Mol	45°	42°	Sp	Sp	No
Eaton 100000	Trucks	20000	2850	F F	D R	2315	2315	2315	2315	3.30	None	None	3.35	None	3.58	4.00	1.87	3.75	2.75	2.75	Mol	46	44½	Sp	Sp	No
Eaton 2002	Trucks	10000	900	½F	SB	2315	2315	None	None	6.87	7.57°	4.3°	None	None	3.66	None	1.75	None	2.00	2.75	Mol	40	37	Sp	Sp	No
Eaton 2200	Trucks	7000	900	FF	SB	2315	2315	None	None	6.87	7.57°	4.3°	None	None	3.66	None	1.75	None	1.75	1.75	Mol	40	37	Sp	Sp	No
Eaton 2250-2252	T & Bu	7000	900	FF	SB	2315	2315	None	None	6.87	7.57°	6.12°	None	None	3.66	None	1.75	None	1.75	1.75	Mol	°46½	°37	Sp	Sp	No
Eaton 200A	T & Bu	10000	900	½F	SB	2512	2315	None	None	5.5	6.87	6.12	None	None	2.93	None	1.75	None	2.00	2.75	Mol	39¼		Sp	Sp	No
Eaton 902	Trucks	3800	425	½F	SB	2512	2315	None	None	5.66	4.72		None	None	4.43	None	1.25	None	1.50	1.93	Mol	40	37	Sp	Sp	No
Eaton 1124	Trucks	3800	330	½F	SB	2512	2315	None	None	5.2	8		None	None	3.36	None	1.37	None	1.50	1.93	Mol	40	37	Sp	Sp	No
Salisbury H	Cars	2300	Var	½ F	SB	2320	2320	None	None	4.45	4.81	None	None	None	4.80	None	1.12	None	1.22	1.56	5135	42¾	39	Sp	Sp	No
Salisbury F	Cars	2800	450	½ F	SB	2320	2320	None	None	4.8	None	None	None	None	4.8	None	1.31	None	1.37	1.75	5135	42¾	38	Sp	Sp	No
Salisbury J	Cars	2000	300	½ F	SB	2315	3115	None	None	4.9	5.1	None	None	None	5.43	None	1.00	None	1.12	1.37	3140	42½	35	Sp	Sp	No
Salisbury K	Cars	2300		½F	SB	2320	2320	None	None	4.45	4.7	4.25	None	None	4.8	None	1.12	None	1.25	1.56	5135	42¾	39	Sp	Sp	No
Salisbury F	Trucks	4000	Var	½F	SB	2320	2320	None	None	5.1	5.6	None	None	None	4.6	None	1.31	None	1.37	2.0	5135	42¾	38	Sp	Sp	No
Salisbury L	Cars	2200	Var	½F	Hyp	2512	2315	None	None	4.9	4.7	None	None	None	4.9	None	1.37	None	1.25	1.37	4140	40	42	Sp	Sp	No
Salisbury M	Cars	2300		½F	SB	2320	2320	None	None	4.45	4.7	5.1	None	None	4.8	None	1.25	None	1.25	1.56	4140	42¾	39	Sp	Sp	No
Timken 5214	Cars	2550	Var	½ F	SB	6115	6115	None	None	4.31	4.67	5.09	None	None	5.00	None	1.25	None	1.37	1.50	3240	41	38	Sp	Opt	No
Timken 5260		3000	Var	½F	HB	6115	6115	None	None	4.56	5.57	6.14	None	None	Spec	None	1.37	None	1.25	1.25	3240	39	39			No
Timken 5620	T & Bu	5500	Var	½ F	SB	6115	6115	None	None	5.50	6.10	4.91	None	None	3.50	None	1.75	None	1.75	2.37	3240	39	39	Sp	Sp	No
Timken 5716	Cars	4000	Var	F F	SB	6115	6115	None	None	3.77	4.08	4.58	None	None	4.50	None	1.50	None	1.62	1.62	3240	39	38	Sp	T A	
Timken 6012	Cars	3000		½ F	Wo	3120	Bro	None	None	5.25	4.75	5.50	None	None	Spec	None	Spec	None			3240	41	39	Sp	No	
Timken 63500D	Trucks	6000	Var	F F	Wo	3120	Bro	None		5.0	6.25	7.67	None	None	Spec	None	Spec	None	1.62	1.62	3240	39¼	38⅛	Opt	Opt	No
Timken 64600D	Trucks	6500	Var	½ F	Wo	3120	Bro	None	None	6.00	7.75	9.25	None	None	Spec	None	Spec	None	1.75	1.75	3240	39½	38½	Opt	Opt	Yes
Timken 65220	Bus	7500	Var	F F	Wo	3120	Bro	None	None	5.00	6.00	7.00	None	None	Spec	None	Spec	None	1.90	1.90	3240	50	49	Opt	Opt	Yes
Timken 65600D	Trucks	9500	Var	F F	Wo	3120	Bro	None	None	6.00	7.25	9.25	None	None	Spec	None	Spec	None	1.81	1.81	3240	39½	38½	Opt	Opt	Yes
Timken 65700D	Trucks	11500	Var	F F	Wo	3120	Bro	None	None	6.00	7.75	10.50	None	None	Spec	None	Spec	None	2.00	2.00	3240	39¾	37½	Opt	Opt	Yes
Timken 66700D	Trucks	13500	Var	F F	Wo	3120	Bro	None	None	6.20	8.75	10.33	None	None	Spec	None	Spec	None	2.00	2 00	3240	43¾	42⅜	Opt	Opt	Yes
Timken 67700D	Trucks	18000	Var	F F	Wo	3120	Bro	None	None	8.80	10.25	13.67	None	None	Spec	None	Spec	None	2.62	2.62	3240	46	46	Opt	Opt	Yes
Timken 68700D	Trucks	22500	Var	FF	Wo			None	None	8.75	10.00	11.67	None	None	....	None	....	None	2.31	2.31	3240	....	....			
†Vulcan 3R	Trucks	6500	6000	F F	Wo	....	....	....	....	7.75	5.20	....	6.50	9.66	....	None	....	None	1.81	1.81	3140	40	36	Sp	Sp	Yes
†Vulcan 4R	Trucks	10500	9000	F F	Wo	3120	Bro	None	None	7.75	6.80	8.56	None	None	....	None	....	None	2.06	2.06	3140	40	36	Sp	Sp	Yes
Wisconsin 820-G-H	Trucks	°5500	Var	½ F	Wo	Spec	Bro	None	None	7.70	6.2	5.20	None	None	Spec	None	Spec	None	1.87	2.56	3140	40	38	Sp	Sp	No
Wisconsin 8200	Trucks	7300	Var	FF	Wo	Spec	Bro.	None	None	5.6	6.2	7.2	None	None	....	None	....	None	1.87	1.87	3140	40	38	Sp	Sp	
Wisconsin 860	Trucks	8000	Var	F F	Wo	Spec	Spec	None	None	7.75	8.66	9.66	Non	None	Spec	None	Spec	None	2.00	2.00	....	40	38	Sp	Sp	No
Wisconsin 9000-T	Trucks	11000	Var	F F	Wo	Spec	Spec	None	None	8.67	9.67	7.75	None	None	....	....	....	....	2.00	2.00	3140	41	38½	Sp	Sp	No
Wisconsin 900-EF-DF	Trucks	14000	Var	F F	Wo	Spec	Spec	None	None	9.0	10.0	11.67	None	None	....	....	....	....	2.25	2.25	3140	44½	38½	Sp	Sp	No
Wisconsin 1000F	Trucks	18000	Var	F F	Wo	Spec	Spec	None	None	10,30	11.75	None	None	None	Spec	None	Spec	None	2.75	2.75	3140	48	40¾	Sp	Sp	No
Wisconsin 42	T & Bu	6000	Var	½ F	DR	2512	2315	2512	Spec	2.30	2.00	.....	4.60	7.25	3.00	4–5	1.6.	2.0	1.87	2.55	3140	40	36	Sp	Sp	
Wisconsin 4600	T & Bu	7000	Var	FF	DR	2512	2512	2512	Spec	2.3	.....	.....	5.5	6	3	4–5	1.6	2.00	1.87	1.87	3140	40	36	Sp	Sp	
Wisconsin 471	T & Bu	6000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00	.....	4.60	7.25	3.00	4–5	1.6	2.0	1.87	1.87	3140	40	36	Sp	Sp	No
Wisconsin 6600B-6600	T&Bu	9000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00	None	7.10	9.20	2.75	4.50	1.6	1.75	2.00	2.00	3140	40	38	Sp	Sp	No
Wisconsin 6617B	T & Bu	9000	Var	FF	DR	2512	2512	2512	Spec	2.3	2.0	.....	5.3	8.3	3.00	4.5	1.6	2.00	2.00	2.00	3140	40	38	Sp	Sp	
Wisconsin 8800A-8800-B	T&Bu	10000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00	None	8.66	9.40	2.75	4.50	1.6	2.25	2.00	2.00	3140	41	38½	Sp	Sp	No
Wisconsin 67010-67310	Buses	10000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.00	1.75	4.42	7.00	3.00	4–5	1.60	2.25	2.00	2.00	3140	43	38	Sp	Sp	No
Wisconsin 67410-67510	Buses	10000	Var	F F	DR	2512	2315	2512	Spec	2.30	2.09	1.75	5.30 4.40 5.30	7.00	3.00	4–5	1.60	2.25	2.00	2.00	3140	50	46	Sp	Sp	
Wisconsin 1251-K	T & Bu	14000	Var	FF	DR	2512	2512	2512	Spec	2.4	2.00	.....	8	5	2.75	4–5	2	2.75	2.25	2.25	3140	44	39	So	Sp	
Wisconsin 1261-K	T & Bu	14000	Var	F F	DR	2512	2512	2512	Spec	2.40	2.00	None	8.0	5	2.75	4–5	2.00	2.75	2.25	2.25	3140	50⅝	45	Sp	So	No
Wisconsin 1400, 1450	Trucks	14000	Var	F F	DR	2512	2512	2512	Spec	2.4	....	.....	9	8	2.75	3–4	2	2.75	2.25	2.25	3140	44½	38½	Sp	Sp	
Wisconsin 1700	Trucks	18000	Var	F F	DR	2512	2512	2512	Spec	2.40	2.00	.....	10.00	9.00	2.75	3–4	2.25	2.75	2.75	2.75	3140	46	40¾	Sp	So	No
Wisconsin 1750	Trucks	18000	Var	FF	DR	2512	2512	2512	Spec	2.4	1.91	.....	10.00	6.6	2.75	3–4	2.25	3.00	2.75	2.75	3140	48	40¾	Sp	Sp	
Wisconsin 150	T & Bu	14000	Var	FF	SB	2512	2512	None	None	4.4	4.36	3.3	None	None	2.75	None	2.5	None	2.25	2.25	3140	44	39	Sp	Sp	

ABBREVIATIONS:
‡—Gear Manufacturers
A A—Above Axle
B—Bevel
B A—Below Axle
B-L—Brown-Lipe
B-L-C—Brown-Lipe-Chapin
B-R—Ball and Roller
Bro—Bronze
Bu—Buses
C—Cars
CS—Cast Steel
D R—Double Reduction
Ext D S—External Driveshaft
Ext Rw—External Rear Wheels
F F—Full Floating
½ F—Semi-Floating
¾ F—Three-quarter Floating
H B—Helical Bevel
Hyp—Hypoid
Hyd—Hydraulic Brakes
I F—Inside of Frame

Rear Axles

Designed for Hotchkiss Drive?	Location of Spring Pads	DIFFERENTIAL			SERVICE BRAKE				EMERGENCY BRAKE				Location of Brake Shaft Arms	BEARINGS					Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
		Make	Type	Number of Pinions	Type and Location	Diameter of Drum (Ins.)	Lining Width (Ins.)	Lining Thickness (Ins.)	Type and Location	Diameter of Drum (Ins.)	Lining Width (Ins.)	Lining Thickness (Ins.)		First Reduction Pinion	Final Reduction Pinion	At Differential	At Wheels	On Pinion Shaft						
Yes	B A	New P	B	2	Ext-Rw	11	2	1/2	Int-Rw	11	1 3/4	1/2	Hyd	Roller	None	Ball	Roller	Roller	Ma I				No. F.	†Adams 75002
Yes	B A	New P	B	2									Hyd		None	Roller	Roller	Ball	Ma I		57		No. F.	†Adams 75100
Yes	A A	Frost	B	4	Int-Rw	16	2	1/2	Int-Rw	16	2	1/2	I F		None	Roller	Roller	Ball	C S	9 -32	56	359	Oil	Clark B-365
Yes	AA	B-L-C	B	4	Int-Rw	16	2 1/4	1/2	None					Ball	None	Roller	Roller	Ball	C S	8 1/2-32	57 1/4			Clark B506
Yes	A A	B-L-C	B	4	Int-Rw	16	2 1/4	1/2	Int-Rw	16	2 1/4	1/2	I F		None	Roller	Roller	Ball	C S	9 1/2-34	57 1/4	437	Oil	Clark B-504
Yes	A A	Frost	B	4	Int-Rw	16	2	1/2	None					Ball	None	Roller	Roller	Ball	C S	8 1/2-32	56			Clark B367
Yes	A A	Own	B	4	Int-Rw	17 1/2	2 1/2	1/2	Int-Rw	17 1/2	2 1/2	1/2	I F		None	Roller	Roller	Ball	C S	8 3/4-36	60 3/4	716	Oil	Clark B-720
Yes	A A	Own	B	4	Int-Rw	17 1/2	2 1/2	1/2	Int-Rw	17 1/2	2 1/2	1/2	I F		None	Roller	Roller	Ball	C S	8 3/4-36	72	761	Oil	Clark B-720 Bus
Yes	B A	New P	B	2	Int-Rw	12°	1 3/4	1/2	None	No	No	No		Roller	None	Roller	Roller	Roller	Spec	9 3/8-30	58	150	Oil	Columbia 17000
Yes	Opt	B-L-C	B	2	Int-Rw	14	1 3/4	1/2	None	No	No	No		Roller	None	Roller	Roller	Roller	Spec	9-30	58	250	Oil	Columbia 20000
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2 1/2	1/2	Int-Rw	16	2 1/4	1/2	I F	Roller	None	Roller	Roller	Roller	Spec	9 1/2x32	56-58	285	Oil	Columbia 35000
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2 1/2	1/2	Int-Rw	16	2 1/4	1/2	I F	Roller	None	Roller	Roller	Roller	Spec	9-32	58	320	Oil	Columbia 54000
Yes	A A	Own	B	4	Ext-Rw	18	3	1/2	Int-Rw	17 1/4	2 3/4	1/2	I F	Ball		Roller	Roller	Ball	1235	10 1/4-36	58 1/4	275	Oil	Duer
Yes	B A	Own	B	4	Ext-Rw	18	3	1/2	Int-Rw	17 1/4	2 3/4	1/2	I F	Ball	None	Roller	Roller	Ball	1235	10 1/4-36	68-70	275	Oil	Duer
Yes	Opt	B-L	B	4	Ext-Rw	14 3/8	2	1/2	None				No	Ball	None	Roller	Roller	Ball	Steel	9 3/8-32	56	Var	Oil	Eaton 41HB
Yes	B A	B-L	B	4	Int-Rw	15 5/8	2	1/2	None				I F	Roller	Roller	Roller	Roller	Ball	Steel	9 1/2-33	58 1/2	335	Oil	Eaton 421R
Yes	A A	Frost	B	4	Ext-Rw	14	2 1/2	1/2	Int-Rw	13 5/8	2	1/2	I F	Roller	Roller	Roller	Roller	Roller	1040	11 1/2-32	56	285	Oil	Eaton (Torb) 7502
Yes	A A	Frost	B	4	Ext-Rw	15	2 1/2	1/2	Int-Rw	14 5/8	2 1/4	1/2	I F	Roller	Roller	Roller	Roller	Roller	1040	12 1/2-34	56	385		Eaton (Torb) 10000
Yes	A A		B	4	Int-Rw	18	2 1/2	1/4	Int-Rw	18	1 3/4	1/4	I F	Roller	Ball	Roller	Roller	Roller	1040	12 5/8-36	57 5/8	560	Oil	Eaton (Torb) 15000
Yes	A A		B	4	Int-Rw	20	2 1/2	1/4	Int-Rw	20	1 3/4	1/4	I F	Roller	Ball	Roller	Roller	Roller	1040	12 -36	60 1/2	720	Oil	Eaton (Torb) 25000
Yes	A A		B	4	Int-Rw	19	3 1/2	1/4	Ext-D S	10	4 1/2	1/2	I F	Roller	Ball	Roller	Roller	Roller	1040	12 1/2-36	67 1/2	1100	Oil	Eaton (Torb) E4
Yes	Opt	B-L	B	2	Int-Rw	13 5/8	2	1/2	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 1/2-	56	Var	Oil	Eaton 501-R, 502-R
Yes	Opt	B-L	B	4	Ext-Rw	14	2 1/2	1/2	Int-Rw	13 5/8	2	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-32	56	Var	Oil	Eaton 1002
Yes	A A	B-L	B	4	Int-Rw	16	2 1/4	1/2	Int-Rw	15 5/8	2 1/4	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	10 3/4-36	58	Var	Oil	Eaton 1502
Yes	A A	Frost	B	4	Int-Rw	16 7/8	3 1/2	1/2	None	No	No	No	I F	Ball	Ball	Ball	Ball	Roller	Ball	Ma I	10 3/4-36	57 1/2		Oil	Eaton 30000
Yes	Opt	Frost	B	4	Int-Rw	16 7/8	°4 1/2	1/4	None	No	No	No	I F	Ball	Ball	Ball	Ball	Roller	Ball	Ma I	°10 3/4-34	Var		Oil	Eaton 40000-41000
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None	No	No	No	I F	Ball	Ball	Ball	Ball	Roller	Ball	Ma I	11 -38	67 3/8		Oil	Eaton 62000-65000
Yes	Opt	Frost	B	4	Int-Rw	24	4 1/2	1/4	None	No	No	No	I F	Ball	Ball	Ball	Ball	Roller	Ball	Ma I	11 -40	70		Oil	Eaton 100000
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	3	1/4	Int-Rw	16 7/8	2	1/4	I F	Ball	None	Roller	Roller	Ball	Ma I	8 1/2-34	58 3/8		Oil	Eaton 2002
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	2 1/4	1/4	Int-Rw	16 7/8	2 1/4	1/4	I F	Ball	None	Roller	Roller	Ball	Ma I	8 1/2-34	57 1/8		Oil	Eaton 2200
Yes	Opt	Opt	B	4	Int-Rw	16 7/8	°4 1/2	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 1/2-34	°57		Oil	Eaton 2250-2252
Yes	B A	Opt	B	4	Int-Rw	17 1/4	3	1/4	None	No	No	No	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4-34	64 1/8	753	Oil	Eaton 200A
Yes	Opt	Opt	B	2	Int-Rw	15 1/8	2 1/4	1/2	Int-Rw	15 1/8	2 1/4	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	9-32	56		Oil	Eaton 902
Yes	Opt	Frost	B	4	Int-Rw	13 5/8	2 1/2	1/2	None	No	No	No	I F	Roller	None	Roller	Roller	Ball	Ma I	9-32	56 1/4		Oil	Eaton 1124
Yes	B A	B-L-C	B	2	Ext-Rw	12	1 3/4	1/2	None	No	No	No	O F	Roller	None	Roller	Roller	Roller	1015	10 -32	56	165	Oil	Salisbury H
Yes	B A	B-L-C	B	2	Ext-Rw	14	2	1/2	None	No	No	No	Hyd	Ball	None	Roller	Roller	Ball	1015	9 1/2-32	56 1/2	196	Oil	Salisbury F
Yes	B A	Warren	B	2	Ext-Rw	12	1 1/2	1/2	None	No	No	No	Hyd	Ball	None	Roller	Roller	Ball	1015	9 3/4-30	56	137	Oil	Salisbury J
Yes	B A	B-L-C	B	2	Ext-Rw	12	1 3/4	1/2	None	No	No	No	Hyd	Ball	None	Roller	Roller	Ball	1015	10 -32	56 3/8	165	Oil	Salisbury K
Yes	Opt	Warren	B	2	Ext-Rw	14 3/8	2 1/2	1/2	Int-Rw	14	2 1/2	1/2	Opt	Ball	None	Roller	Roller	Ball	1015	9 1/2-32	56 1/2	290	Oil	Salisbury F
Yes	B A	Warren	Hyp	2	Int-Rw	12	1 3/4	1/2	None	No	No	No	Opt	Ball	None	Ball	Roller	Ball	1015	10 -32	56	65	Oil	Salisbury L
Yes	A A	B-L-C	B	2	Ext-Rw	12	1 3/4	1/2	None	No	No	No	O F	Ball	None	Roller	Roller	Ball	1015	10-32	56 3/4	180	Oil	Salisbury M
					Int-Rw	14	2	1/2																
Yes	Opt	Own	B	4	Ext-Rw	14 3/8	2	1/2	Int-Rw	13 5/8	1 3/4	1/2	I F	Roller	None	Roller	Roller	Roller	1010	9 1/2-32	56	225	Spec	Timken 5214
Yes	A A	Own	B		Int-Rw	15 1/8	2 1/4	1/4	Int-Rw	15 1/8	2 1/4	1/4	I F	Roller	None	Roller	Roller	Roller			56 1/2	437	Spec	Timken 5260
Yes	Opt	Own	B	4	Int-Rw	16	2 1/4	1/4	Ext-DS§				I F	Roller	None	Roller	Roller	Roller	1010	9 -34	56	450	Spec	Timken 5620
No	Opt	Own	B	4	Ext-Rw	16	2 1/2	1/2	Int-Rw	15 5/8	2 1/2	1/2	I F	Roller	None	Roller	Roller	Roller	1010	10 -34	56	335	Spec	Timken 5716
Yes	B A	Own	B	4	Int-Rw	16	2	1/4	None	No	No	No	I F	Roller	None	Roller	Roller	Roller			58 3/16		Spec	Timken 6012
Yes	Opt	Own	B	4	Int-Rw	16	3 1/4	1/4	Int-Rw	16	3 1/4	1/4	I F	Roller	None	Roller	Roller	Roller			65 1/4	607	Spec	Timken 63500-D
Yes	Opt	Own	B	4	Int-Rw	16	3 1/4	1/4	Int-Rw	16	3 1/4	1/4	I F	Roller	None	Roller	Roller	Roller			60	697	Spec	Timken 64600-D
Yes	Opt	Own	B	4	Int-Rw	17 1/4	3 1/2	1/4	Ext-DS§				I F	Roller	None	Roller	Roller	Roller	1010	6 1/16-32	72	950	Spec	Timken 65220
Yes	Opt	Own	B	4	Int-Rw	18	3 1/2	1/4	Int-Rw	18	3 1/2	1/4	I F	Roller	None	Roller	Roller	Roller			58 1/2	850	Spec	Timken 65600-D
Yes	Opt	Own	B	4	Int-Rw	21	3 3/4	1/4	Int-Rw	21	3 3/4		I F	Roller	None	Roller	Roller	Roller			63	1150	Spec	Timken 65700-D
Yes	Opt	Own	B	4	Int-Rw	21	3	1/4	Int-Rw	21	3	1/4	I F	Roller	None	Roller	Roller	Roller	1010		65 3/4	1275	Spec	Timken 66700-D
Yes	Opt	Own	B	4	Int-Rw	24	4	1/4	Int-Rw	24	4	1/4	I F	Roller	None	Roller	Roller	Roller	1010		69 3/4	1715	Spec	Timken 67700-D
Yes		Own	B	4	Int-Rw									Roller	None	Roller	Roller	Roller					Spec	Timken 68700D
	A A	Own	B	4	Int-Rw	18	2	1/4	Int-Rw	18	2	1/4	I F	Ball	None	Roller	Roller		C S	12 -34	58	700	Oil	†Vulcan 3R
Yes	A A	Own	B	4	Int-Rw	20	2	1/4	Int-Rw	20	2	1/4	I F	Ball	Ball	Roller	Roller		C S	11 -36	56 1/2	850	Oil	†Vulcan 4R
Yes		Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F		None	Ball	Roller	B-R	Ma I	11 36	57 1/2	°600	Oil	Wisconsin 820-G-H
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	B-R	None	Ball	Roller	B-R	Ma I	11-36	57 1/2	625	Oil	Wisconsin 8200
Yes		Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F		None	Ball	Roller	B-R	Ma I	10 1/2-36	58	690	Oil	Wisconsin 860
Yes		Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 1/16	2 1/2	1/2	I F	Ball	None	Ball	Roller	B-R	Ma I	12 -40	59 1/2	850	Oil	Wisconsin 9000T
Yes		Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 1/16	2 1/2	1/2	I F	Ball	None	Ball	Roller	B-R	Ma I	12 -40	60-64	1000	Oil	Wisconsin 900-DF-EF
Yes	A A	Own		4	Int-Rw	24	3 1/2	1/2	Int-Rw	18 1/2	3 1/2	1/2	I F	Ball		Ball			Ma I	11 -42	70	1400	Oil	Wisconsin 1000F
Yes	Opt	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57 1/2	475	Oil	Wisconsin 42
Yes		Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	11 -36	57 1/2	525	Oil	Wisconsin 4600
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57 1/2	525	Oil	Wisconsin 471
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57 5/8	660	Oil	Wisconsin 6600B-6600
Yes	Opt	Own	B	4	Int-Rw	17	5	1/2	Int-Rw	12 1/4	2 1/2	1/4	I F	Ball	Ball	Ball	Roller	Ball	Ma I	11-36	58	600	Oil	Wisconsin 6617B
Yes	A A	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12 -40	59 1/2	900	Oil	Wisconsin 8800A-8800-B
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	57 1/2	750	Oil	Wisconsin 67010-67310
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 -36	66 71 3/4 68	720	Oil	Wisconsin 67410-67510
Yes		Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	3	1/2	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 -34	68	1100	Oil	Wisconsin 1251-K
Yes	Opt	Own	B	4	Int-Rw	20	4 1/2	1/4	Int-Rw	15 1/16	3	1/2	I F	Ball	Ball	Ball	Roller	Ball	Ma I	9 -34	76	1200	Oil	Wisconsin 1261-K
Yes	A A	Own	B	4	Int-Rw	20	3	1/4	Int-Rw	15 1/16	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12 -40	60-64	1000	Oil	Wisconsin 1400, 1450
Yes		Own	B	4	Int-Rw	20	4 1/2	1/4	Int-Rw	15 1/16	3	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	11 -42	71	1450	Oil	Wisconsin 1700
Yes	A A	Own	B	4	Int-Rw	23	4	1/4	Int-Rw	18 1/2	3 1/2	1/2	I F	Ball	Ball	Ball	Roller	Ball	Ma I	11-42	71	1450	Oil	Wisconsin 1750
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	3	1/2	I F	Roller	None	Roller	Roller	Roller	Ma I	9 -34	68	1200	Oil	Wisconsin 150

I G—Internal Gear
Int Rw—Internal Rear Wheels
Int D S—Internal Driveshaft
Ma I—Malleable Iron
Mol—Molybdenum

New P—New Process
No. F—Non-Fluid
OF—Outside of Frame
Opt—Optional
S-A—Springs and Torque Arm

S B—Spiral Bevel
Sp—Springs
Spec—Special
T—Trucks
T A—Torque Arm

Var—Variable
Wo—Worm
*—Optional
‡—When used with four wheel brakes
°—Others Also
†—1927 Specifications

American Stock Gearsets

MAKE AND MODEL	Designed for	Maximum Engine Torque (Lbs. Ft.)	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Distance Between Center Lines of Main and Secondary Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	WIDTH OF GEAR FACES (In.): Constant Mesh Set	Low	Second	Third	Fourth	Reverse	Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS: Low	Second	Third	Fourth	Reverse	Gearset Location	Control Location	Sold With Clutch?	Standard S.A.E. Gearshift	WEIGHT (Lbs.): Cast Iron	Aluminum	Recommended Type of Lubricant	MAKE AND MODEL
Brooklyn T	C, T.			Ball.	Plain.	Ball.	4.50		3		7/8	5/8	5/8	5/8		5/8	Cast I.	2315	2315	7-9		3.09	1.75			3.9	Eng.	Si.			40		Oil.	**Brooklyn** T
§**Brown-Lipe** 20B	C, T.	85	Clash.	Roller.	Roller.	Roller.			3	GeT.	7/8	5/8	5/8	Dir.	None.	5/8	Al.	ChS.	2320	6-8	3	3.34	1.66	1.00	None.	4.17	Eng.	Ce.	Opt.	Yes		98	Oil.	**Brown-Lipe** 20B
§**Brown-Lipe** 30, 30A	C, T.	135	Clash.	Roller.	Roller.	Ball.			3	GeT.	7/8	3/4	3/4	Dir.	None.	3/4	Al.	ChS.	2320	6-8	3	°3.33	1.68	1.00	None.	°5.00	Eng.	Ce.	Opt.	Yes	142	°95	Oil.	**Brown-Lipe** 30, 30A
§**Brown-Lipe** 31	Trucks.	180	Clash.	Roller.	Roller.	Roller.			3	GeT.	7/8	3/4	3/4	Dir.	None.	3/4	Al.	ChS.	2320	6-8	3	4.80	2.25	1.00	None.	6.00	Eng.	Ce.	Opt.	Yes			Oil.	**Brown-Lipe** 31
§**Brown-Lipe** 35	C, T	180	Clash.	Roller.	Roller.	Roller.			4	GeT.	7/8	3/4	3/4	3/4	3/4	3/4	Al.	ChS.	2320	6-8	3, 4	°5.35	°2.84	°1.76	°1.00	°6.25	E-A.	Ce.	Opt.	Yes	198	150	Oil.	**Brown-Lipe** 35
§**Brown-Lipe** 51	T, B.	210	Clash.	Roller.	Roller.	Roller.			4	GeT.	7/8	1 1/8	1	1	1	1 1/8	Al.	ChS.	2320	6-8	3, 4	°3.29	°1.61	°1.00	° .78	°3.94	E-A.	Ce.	Opt.	Yes		196	Oil.	**Brown-Lipe** 51
§**Brown-Lipe** 55	T, B, Tr.	250	Clash.	Roller.	Roller.	Roller.			4, 7	GeT.	3/4	1 1/8	1	7/8	7/8	1 1/8	Al.	ChS.	2320	5-7	°3	°3.95	°1.89	°1.00	° .78	°4.75	E-A°	Ce.	Opt.	Yes	°225		Oil.	**Brown-Lipe** 55
§**Brown-Lipe** 60	T, B, Tr.	275	Clash.	Roller.	Roller.	Roller.			4	GeT.	1 1/4	1 1/2	1 1/2	°1 1/2	°2 1/2	1 3/8	Al.	ChS.	2320	5-7	3, 4	°5.35	°2.84	°1.76	°1.00	°6.43	SeU.	Ce.	Opt.	Yes	250		Oil.	**Brown-Lipe** 60
§**Brown-Lipe** 60	T, Tr.	275	Clash.	Roller.	Roller.	Roller.			3	GeT.	1 1/4	1 1/2	1 1/2	Dir.	None.	1 1/2	Alum.	ChS.	2320	5-7	3	4.00	1.76	1.00	None.	4.90	Eng.	Ce.	Opt.	Yes		189	Oil.	**Brown-Lipe** 60
§**Brown-Lipe** 60**	Trucks.	292	Clash.	Roller.	Roller.	Roller.			3	GeT.	1 1/4	1 1/2	Dir	1 1/2	None.		Cl & Al.	ChS.	2320	5-7	2	2.25	1.00	.67	None.	None.	SeU.	Ce.	Opt.	Yes			Oil.	**Brown-Lipe** 60**
§**Brown-Lipe** 60‡	Buses.	275	Clash.	Roller.	Roller.	Roller.			4	GeT.	1 1/4	1 1/2	1 1/2	1 1/2	Dir.	1 3/8	Alum.	ChS.	2320	5-7	4	4.00	2.84	1.50	1.00	4.81	SeU.	C-S	Opt.	Yes			Oil.	**Brown-Lipe** 60‡
§**Brown-Lipe** 60	Trucks.	275	Clash.	B & R.	Roller.	Roller.			7	GeT.	1 1/4	1 1/2	1 1/2	Dir.	1 1/2	1 3/8	Cast I.	2320	2320	5-7	6	9.50	4.53	3.38	2.22	3.97	SeU.	Ce.	Opt.	Yes			Oil.	**Brown-Lipe** 60
§**Brown-Lipe** 70	Trucks.	375	Clash.	Roller.	Roller.	Ball.			6	GeT.	1 1/4	1 1/2	1 1/2	Dir.	1 1/2	1 1/2	Cast I.	2320	2320	5-7	6	9.4	4.46	3.52	2.06	4.19	SeU.	Ce.	Opt.	Yes			Oil.	**Brown-Lipe** 70
Campbell G25	T, B.	Var	Ind C.	Roller.	Roller.	Roller.	13	4.83	4	Spec.	1 1/4	1 3/4	1 3/4	1 3/4	Dir.	1	Opt.	6150	2350	6-P	4	5.36	2.93	1.80	1.00	5.47	E-A.	Ce.	No.	Yes			Oil.	**Campbell** G25
Campbell D-21	C, T, B.	Var	Ind C.	Ball.	Roller.	Plain.	12.00	3.83	3	Spec.	Non	3/4	3/4	3/4	None.	3/4	Cast I.	2350	2350	6-P	1	3.87	1.71	1.00	None.	3.85	E-A.	Ce.	No.		60	†65	Oil.	**Campbell** D-21
Cotta Gear 55-S	T & B.		Ind C.	Ball.	Ball.	Ball.	11.37	5.4	5	Jaw.	1 1/2	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	Alum.	2340	2315	5-7	5	8.31	4.37	2.80	1.36	5.38°	E-A.	Ce.	No.	No			No F.	**Cotta Gear** 55-S
Cotta Gear 12	T, Tr.		Ind C.	Ball.	Plain.	Ball.	12.43	5.55	3	Jaw.	1 1/2	1 1/2	1 1/2	1 1/2	None.	1 1/2		2340	2315	4 1/2 x5 1/2	3	4.51	1.81	1.00	None.	6.00	SeU.	Ce.		Yes			No F.	**Cotta Gear** 12
Cotta Trans. A-AAU	T, B.	125	Ind C.	Ball.	Ball.	Ball.	12.50	4.50	4*	Jaw.	3/4	3/4	3/4	3/4	3/4	3/4	S St.	3120	3120	6-8	4	5.20	3.68	1.86	1.00	4.66	E-A.	Ce.	Opt.	Yes	160†		No F.	**Cotta Trans.** A-AAU
Cotta Trans. R&RU	T, B.	200	Ind C.	Ball.	Ball.	Ball.	14.50	4.90	4*	Jaw.	1	1	1	1	1	1	S St.	3120	3120	5 1/2-7 1/2	4	5.20	3.68	1.86	1.00	4.66	E-A.	Ce.	Opt.	Yes	225†		No F.	**Cotta Trans.** R&RU
Cotta Trans. S&SU	T, B.	290	Ind C.	Ball.	Ball.	Ball.	16.50	5.40	4*	Jaw.	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	S St.	3120	3120	5-7	4	5.20	3.68	1.86	1.00	4.66	E-A.	Ce.	Opt.	Yes	300†		No F.	**Cotta Trans.** S&SU
Cotta Trans. T	T. B.	375	Ind C.	Ball.	Ball.	Ball.	18.50	6.00	4	Jaw.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	S St.	3120	3120	4 1/2-6	4	5.20	3.68	1.86	1.00	4.66	E-A.	C-S	Opt.	Yes	335†		No F.	**Cotta Trans.** T
Cotta Trans. TS	T, B, Tr.	375	Ind C.	Ball.	Ball.	Ball.	7.18	°5.40	2	Jaw.	°1 1/4	1 1/4	1 1/4	None.	None.	None.	S St.	3120	3120	5-7°	2	2.00	1.00	None.	None.	None.	SeU.	Ce.	Opt.	Yes	165†		No F.	**Cotta Trans.** TS
Cotta Trans. FA	T, RC, Tr.	500	Ind C.	Ball.	Ball.	Ball.	16.00	6.00	3	Jaw.	2	2	2	2	None.	2	S St.	3120	3120	4 1/2-6	3	4.00	2.00	1.00	None.	4.12	SeU.	C-S	Opt.	Yes	400†		No F.	**Cotta Trans.** FA
Covert JUC	C, T.	150	Ind C.	Ball.	Opt.	Opt.	6.56	3.75	3	GeT.	3/4	1 1/8	1 1/8	1 1/8	None.	1 1/8	Cast I.	2320	2320	6-8	3	3.62	1.91	1.00	None.	4.46	Eng.	Ce.	Yes.	Yes	155		Oil.	**Covert** JUC
Covert W4C	T & B.	175	Clash.	Ball.	Bronze	Roller.	9.06	4.25	4	GeT.	1 1/8	1 1/8	7/8	Dir	Dir.	3/4	Cast I.	2320	2320	6-8	4	5.85	3.67	1.92	1.00	7.31	Eng.	Ce.	Yes.	Yes	206		Oil.	**Covert** W4C
Covert RA3	Trucks.	184	Ind C.	Ball.	Roller.	Ball.	8.37	4.50	3	GeT.	1	1	1	1	None.	1 1/8	Cast I.	2320	2320	6-8	3	3.67	1.60	1.00	None.	4.37	SeU.	Ce.	No.	Yes	140		Oil.	**Covert** RA3
Covert RU3C	Trucks.	184	Ind C.	Ball.	Roller.	Ball.	8.37	4.50	3	Jaw.	1	1	1	1	None.	1 1/8	Cast I.	2320	2320	6-8	3	3.67	1.60	1.00	None.	4.37	Eng.	Ce.	Yes	Yes	210		Oil.	**Covert** RU3C
Covert RAD4	Trucks.	184	Ind C.	Ball.	Roller.	Ball.	11.37	4.50	4	GeT.	1	1 1/4	1	1	1	1 1/4	Cast I.	2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	SeU.	Opt.	No.	Yes	180		Oil.	**Covert** RAD4
Covert RUP4C	Trucks.	184	Ind C.	Ball.	Roller.	Ball.	11.37	4.50	4	Jaw.	1 1/8	1 1/4	1	1 1/8	Dir.	1 1/4	Cast I.	2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	Eng.	Ce.	Yes.	Yes	280		Oil.	**Covert** RUP4C
Covert SB	Trucks.	250	Clash.	Ball.	Roller.	Ball.	13.12	5.20	4	GeT.	1 1/8	1 1/8	1 1/8	1 1/4	1 1/8	1 1/4	Cast I.	2320	2320	5-7	4	5.07	3.04	1.63	1.00	6.76	SeU.	Opt.	No.	Yes	245		Oil.	**Covert** SB
Covert TN	Tr, B & T.	280	Clash.	Ball.	Roller.	Ball.	14 5/8	6.00	4	GeT.	1 1/4	1 1/2	1 1/2	1 1/2	1 1/2	1 1/8	Cast I.	2320	2320	5-7	4	5.44	2.85	1.79	1.00	6.80	SeU.		No.	Yes	332		Oil.	**Covert** TN
																1 3/8																	
Detroit HR	Cars.	165	Clash.	Ball.	Roller.	Roller.	6.00	3.35	3	GeT.	5/8	1 1/8	3/4	7/8	None.	1 1/8	Cast I.	Spec.	Spec	°7-9	3	3.11	1.69	1.00	None.	3.78	Eng.	Ce.	No.	Yes	58		Oil.	**Detroit** HR
Detroit R	T, B	200	Clash.	Ball.	Roller.	Ball.	9.87	4.42	4	GeT.	7/8	1	1	1	1	1	Cast I.	Spec.	Spec	6-8	4	5.90	3.23	1.75	1.00	7.08	SeU.	Ce.	No.	Yes	159		Oil.	**Detroit** R
Detroit W	B, T.	300	Clash.	Ball.	Roller.	Ball.	12.19	5.00	4	GeT.	1	1 3/8	1 1/4	1 1/4	1	1 3/8	Cast I.	Spec.	Spec	5-7	4	6.05	3.47	1.81	1.00	7.00	SeU.	Ce.	No.	Yes	198		Oil.	**Detroit** W
Detroit KL	Cars.	215	Clash.	Ball.	Roller.	Roller.	6.7	3.35	3	GeT.	1 1/8	1 1/8	1 1/8	1 1/8	None.	3/4	Cast I.	Spec.	Spec	°7-9	3	3.11	1.69	1.00	None.	3.78	Eng.	Ce.	No.	Yes	69		Oil.	**Detroit** KL
§**Dundore** M3S	Cars.	Var	Clash.	Ball.	Plain.	Ball.	7.00	3.66	3	GeT.	3/4	1 1/8	1 1/8	1 1/8	None.	1 1/8	Cast I.	2345	2320	6-8	3	3.07	1.76	1.00	None.	4.01	Eng.	Ce.	No.	Yes	120	85	Oil.	**Dundore** M3S
§**Dundore** R	Cars.	Car	Clash.	Ball.	Ball.	Ball.	10.00	4.50	4	GeT.	3/4	1 1/8	1 1/8	3/4	3/4	1 1/8	Alum.	2345	3250	6-8	3	2.69	1.56	1.00	.73	3.46	E-A.	Ce.	No.	Yes		120	Oil.	**Dundore** R
§**Dundore** F50	Trucks.	Var	Clash.	Ball.	Ball.	Ball.	8.62	4.25	3	GeT.	7/8	1	1	Dir.	None.	1	Cast I.	2345	2320	6-8	3	3.36	1.90	1.00	None.		E-A.	Ce.	No.	Yes	155		Oil.	**Dundore** F50
Durston 04700	C, T.	125	Clash.	Roller.	Roller.	Plain.	5.31	3.31	3	GeT.	5/8	1	5/8	5/8	None.		Cast I.	3140	2320	6-8	3	3.09	1.85	1.00	None.	3.87	Eng.	Ce.	No.	Yes	75		Oil.	**Durston** 04700
Fuller TDU	Taxi	Var.	Clash.	Ball.	Roller.	Roller.	6.19	3.58	3	GeT.	1 1/8	1 1/8	3/4	7/8	None.	1/2°	Cast I.	2320	2320	6-8°	3	3.17	1.60	1.00	None.	2.7	Eng.	Ce.	Yes.	Yes	119		Oil.	**Fuller** TDU
Fuller DU	Trucks.	Var.	Clash.	Ball.	Roller.	Roller.	6.19	3.58	3	GeT.	1 1/8	1 1/8	3/4	7/8	None.	1/2°	Cast I.	2320	2320	6-8°	3	4.29	2.07	1.00	None.	3.65	Eng.	Ce.	Yes.	Yes	119		Oil.	**Fuller** DU
Fuller TU, SU	Taxi, T.	Var.	Clash.	Ball.	Ball.	Ball.	7.00	3.84	3	GeT.	3/4	7/8	7/8	1 1/2	None.	7/8	Cast I.	2320	2320	6-8	3	°2.90	°1.70	1.00	None.	°3.50	Eng.	Ce.	Yes.	Yes	163		Oil.	**Fuller** TU, SU
Fuller G, GU	T & B.	Var.	Clash.	Ball.	Ball.	Ball.	8.34	4.50	4	GeT.	1	1	7/8	7/8	1/2	1	Cast I.	2320	2320	5-7	4	4.80	3.00	1.60	1.00	6.1	Eng.°	Ce.	Yes.	Yes	°214		Oil.	**Fuller** G, GU
Fuller RU, R	T & B.	Var.	Clash.	Ball.	Ball.	Ball.	10.00	4.5	4	GeT.	1	1 3/8	1 1/8	1 1/8	1/2	1 1/4	Cast I.	2320	2320	5-7	4	4.8	3.00	1.6	1.0.	6.1.	Eng.°	Ce.	Yes.	Yes	°245		Oil.	**Fuller** RU
Fuller H, HU	T & B.	Var.	Clash.	Ball.	Ball.	Ball.	12.25	5.25	4	GeT.	1 1/4	1 1/2	1 1/4	1 1/4	5/8	1 1/2	Cast I.	2390	2320	4 1/2-6	4	6.30	3.20	1.70	1.00	6.30	SeU.°	Ce.	Yes.	Yes	°215		Oil.	**Fuller** H, HU
Fuller GOG&2SC-2.9	T & B.	Var.	Clash.	Ball.	Ball.	Ball.	8.37	4.50	4	GeT.	1	1	7/8	1	2 1/2	1	Cast I.	[illegible]	2320	5-7	3	3.0	1.8	1.0	.69	4.1°	SeU.	Ce.	Yes.	Yes	129		Oil.	**Fuller** GOG&2SC-2.9
Fuller HOG&2-SC-16	T & B.	Var.	Clash.	Ball.	Ball.	Ball.	12.25	5.25	7	GeT.	1 1/2	1 1/2°	1 3/8	1	1 1/8	1 1/16	Cast I.	[illegible]	2320	4 1/2-6	3	3.2	1.6	1.0	.75	3.2°	SeU.	Ce.	Yes.	Yes	215		Oil.	**Fuller** HOG&2-SC-16
Fuller 2-SC-2.9	T & B.	Var.	Clash.	Ball.	Ball.	Ball.	4.66	3.84	2	GeT.	1 1/8	1	No	No.	No.	No.	Cast I.	[illegible]	2320	5-7	2	2.9	1.0	None.	None.	None.	Eng.	Ce.	Yes.	Yes	135		Oil.	**Fuller** 2-SC-2.9
Fuller 2-SC-1.7	T & B.	Var	Clash.	Ball.	Ball.	Ball.	4.66	3.84	2	GeT.	1 1/8	7/8	1/2	None.	None.	None.	Cast I.	2340	2320	5-7	2	1.70	1.00	None.	None.	None.	Eng.	Ce.	Yes.	Yes	135		Oil.	**Fuller** 2-SC-1.7
Jones T4	Buses.		Ind C.	Ball.	Ball.	Ball.	11.17	4.3	4	GeT.	1 11/16	1 1/4	1 1/2	1.38	1 11/16	1	Cast I.	2320	2320	5-7	4	4	2.58	1.55	1	5.32	Eng.	Ce.	Opt.	No	256		Oil.	**Jones** T4
Jones T6	Cars.		Ind C.	Ball.	Ball.	Ball.	8.79	3.5	4	GeT.	1.22	3/4	3/4	1.22	1.22	5/8	Cast I.	2320	2320	7-9	3	°2.83	°1.56	°1	° .82	3.89	Eng.	Ce.	Opt.	Yes	125	95	Oil.	**Jones** T6
Jones T7B	C & B.		Ind C.	Ball.	Ball.	Ball.	°8.11	3.50	3	GeT.	°1 1/32	°7/8	1 7/32	°1 1/32	None.	°11/32	Cast I.	2320	2320	7-9	3	°2.93	°1.56	1	None.	3.97	Eng.	Ce.	Opt.	Yes	°120	90	Oil.	**Jones** T7B
Jones T7S	Trucks.		Ind C.	Ball.	Ball.	Ball.	7.87	3.5	3	GeT.	1 1/32	7/8	1 1/32	1 1/32	None.	1/32	Cast I.	2320	2320	6-8	3	4	2.1	1	None.	6.58	Eng.	Ce.	Opt.	Yes	120		Oil.	**Jones** T7S
Jones T7	Cars.		Ind C.	Ball.	Ball.	Ball.	7.64	3.5	3	GeT.	1 1/32	1 1/32	1 1/32	1 1/32	None.	5/8	Cast I.	2320	2320	Opt.	3	°2.45	°1.47	1	None.	3.32	Eng.	Ce.	Opt.	Yes	105	80	Oil.	**Jones** T7

Mechanics..........J	C, T......	120	Clash.	Ball...	Plain..	Plain..	6.06	3.14	3	GeT..	9/16	5/8	11/16	1 1/32	None..	5/8	Cast I...	1045	5150	7-9	3	3.07	1.76	1.00	None..	4.02	Eng...	Ce..	No....	Yes	58	....	Oil....	**Mechanics..........J**
Mechanics........LU	C, T......	160	Clash.	Ball...	R-P...	R-P...	6.65	3.50	3	GeT..	11/16	3/4	3/4	3/8	None..	3/4	Cast I...	5140	2345	7-9	3	3.24	1.8	1.00	None..	4.16	Eng...	Ce	No....	Yes	75	No..	Oil....	**Mechanics........LU**
Muncie Gear......T5	C, T......	165	Clash.	Ball...	Plain..	Plain..	5.87	3.00	3	GeT..	9/16	5/8	11/16	Dir...	None..	5/8	Cast I...	3120	3120	6-8	3	2.80	1.75	1.00	None..	2.80	E-A...	Ce..	No....	Yes	85	60	Oil....	**Muncie Gear......T5**
Muncie Gear....T23 I	Trucks....	165	Clash.	Ball...	Roller.	Ball...	7	4	3	GeT..	3/4	13/16	25/32	Dir...	None..	13/16	Cast I...	3120	3120	6-8	3	4	2	1	None..	5.33	Eng...	Ce..	Opt...	Yes.	117	....	Oil....	**Muncie Gear....T23 I**
Muncie Gear....T23N	C, T......	200	Clash.	Ball...	Roller.	Ball...	7.00	4.00	3	GeT..	3/4	13/16	25/32	Dir...	None..	13/16	Cast I...	3120	3120	6-8	3	3.33	1.66	1.00	None..	4.44	Eng...	Ce..	Opt...	Yes	117	....	Oil....	**Muncie Gear....T23N**
Muncie Prod..551855	Cars......	....	Clash.	Ball...	Roller	Plain..	6.19	3.21	3	GeT..	11/16	11/16	3/4	3/8	None..	11/16	Cast I...	2320	5150	7-9	3	3.00	1.75	1.00	None..	3.85	Eng...	Ce..	No....	Yes.	63.5	....	Oil....	**Muncie Prod..551855**
§WarnerCorp.W-17460	Cars......	150	Clash.	Ball...	Plain..	Plain..	7.00	3.83	3	GeT..	11/16	3/4	3/4	......	None..	3/4	Cast I...	°5140	5150	6-8	3	3.53	1.74	1	None..	3.97	SeU...	Ce..	No....	Yes.	94.2	....	Oil....	**Warner Corp.W-17460**
§Warner Corp...17580	Cars......	100	Clash.	Ball...	Plain..	Plain..	6.38	3.21	3	GeT..	9/16	5/8	3/4	......	None..	5/8	Cast I...	°5140	5150	7-9	3	3.32	1.77	1	None..	4.20	SeU...	Ce..	No....	Yes.	51	....	Oil....	**Warner Corp....17580**
Warner Gear....T64J	C, T......	150	Clash.	Ball...	Roller.	Plain..	6.09	3.35	3	GeT..	9/16	11/16	3/4	9/32	None..	11/16	Cast I...	1045	5150	7-9	3	3.11	1.69	1.00	None..	3.78	Eng...	Ce..	No....	Yes	95	....	Oil....	**Warner Gear....T64J**
Warner Gear...T-68A	C. T......	125	Clash.	Ball...	Plain..	Plain..	5.72	2.75	3	GeT..	43/64	11/16	3/4	5/16	None..	43/64	Cast I...	1045	5150	8-10	3	3.07	1.77	1.00	None..	4.00	Eng...	Ce..	No....	Yes	70	....	Oil....	**Warner Gear...T-68A**
Warner Gear......T2	Cars......	100	Clash.	Ball...	Plain..	Plain..	5.46	2.75	3	GeT..	9/16	5/8	11/16	11/32	......	5/8	Cast I...	1045	5150	8-10	3	3.06	1.75°	1.00	......	3.77	Eng...	Ce..	No....	Yes.	50	....	Oil....	**Warner Gear......T2**
Warner Gear......T4	Cars......	190	Con...	Ball...	Plain..	Plain..	‡	3.64	4	GeT..	11/16	13/16	3/4	1/2	3/8	13/16	Cast I...	5150	5150	.....	4	4.01	2.46	1.42	1.00	3.28	Eng...	Ce..	No....	Yes	120	....	Oil....	**Warner Gear......T4**
Warner Gear......T5	Cars......	125	Con...	Ball...	Plain..	Plain..	‡	3.06	4	GeT..	9/16	11/16	11/16	1/2	3/8	11/16	Cast I...	5150	5150	.....	4	3.54	2.31	1.42	1.00	2.99	Eng...	Ce..	No....	No..	90	....	Oil....	**Warner Gear......T5**
Warner Gear......T7	Trucks....	140	Clash	Ball...	Roller.	Roller.	7.86	4.75	4	GeT..	49/64	13/16	7/8	7/8	1/2	7/8	Cast I...	2320	2320	6-	4	6.60	3.74	1.84	1.00	7.68	Eng...	Ce..	No....	Yes.	175	....	Oil....	**Warner Gear......T7**
Warner Gear.....T69	Cars......	165	Clash.	Ball...	Roller.	Roller	6.46	3.35	3	GeT..	5/8	11/16	13/16	11/32	......	11/16	Cast I...	1045	5150	7-9	3	3.11	1.69	1.00	......	3.78	Eng...	Ce..	No....	Yes.	97	....	Oil....	**Warner Gear.....T69**
Warner Gear.....T71	C, T......	175	Clash.	Ball...	Roller.	Roller.	6.46	3.35	3	GeT..	5/8	13/16	7/8	11/32	......	13/16	Cast I...	2320	2320	7-9	3	3.54	1.90	1.00	......	4.30	Eng...	Ce..	No....	Yes.	100	....	Oil....	**Warner Gear.....T71**

ABBREVIATIONS:
******—Auxiliary Transmission.
‡—Special Design.
†—Semi Steel.
*—Optional.
°—Others also.

§—1927 Specifications.
Alum—Aluminum.
B—Buses.
B & R—Ball & Roller.
C—Cars.

Cast I—Cast Iron.
Ce—Center.
ChS—Chrome Steel.
Cl & Al—Cast Iron and Aluminum.
Con—Constant Mesh
C-S—Center or Side.

Dir—Direct.
E-A—Engine or Amidships.
Eng—Unit with Engine.
GeT—Gear Teeth.
IndC—Individual Clutch.

NoF—Non Fluid Oil.
Opt—Optional.
P—Pitch
RC—Rail Cars.
R-P—Roller or Plain.
SeU—Separate Unit.

Spec—Special.
S St—Semi Steel.
T—Trucks.
Tr—Tractors.
Var—Variable.

Automobile Accident Statistics—76 Cities

(Department of Commerce)

City	No. of Automobile Deaths, 52 weeks ending— Jan. 28, 1928: Total deaths	Jan. 28, 1928: Deaths due to accidents in city	Jan. 29, 1927: Total deaths	Jan. 29, 1927: Deaths due to accidents in city	Death Rates per 100,000 pop., 52 weeks ending— Jan. 28, 1928: For total deaths	Jan. 28, 1928: For deaths due to accidents in city	Jan. 29, 1927: For total deaths	Jan. 29, 1927: For deaths due to accidents in city
Total (76 cities)...	7,075	*	6,633	*	22.2	*	21.2	*
Akron	74	47	51	*	†	†	†	*
Albany	35	18	37	20	29.4	15.1	31.3	16.9
Atlanta	60	49	70	50	24.2	19.7	28.8	20.5
Baltimore	159	128	184	141	19.5	15.7	22.8	17.5
Birmingham	55	34	51	33	25.4	15.7	24.3	15.7
Boston	139	116	147	129	17.6	14.7	18.7	16.4
Bridgeport	24	20	29	19	†	†	†	†
Buffalo	133	115	134	*	24.2	21.0	24.7	*
Cambridge	27	*	15	*	21.9	*	12.3	*
Camden	61	23	59	22	46.0	17.3	45.2	16.9
Canton	42	36	34	*	37.2	31.9	31.1	*
Chicago	765	753	678	669	24.7	24.3	23.3	22.0
Cincinnati	136	*	121	*	33.1	*	29.5	*
Cleveland	249	229	254	*	25.7	23.6	26.5	*
Columbus	76	63	67	*	26.2	21.7	23.5	*
Dallas	48	36	53	43	22.7	17.1	26.2	21.3
Dayton	25	*	48	*	13.9	*	27.3	*
Denver	56	43	49	36	19.4	14.9	17.2	12.6
Des Moines	22	20	24	*	14.8	13.5	16.5	*
Detroit	387	381	354	*	29.1	28.6	27.5	*
Duluth	19	16	24	21	16.6	14.0	21.4	18.7
El Paso	27	20	18	12	23.9	17.7	16.5	11.0
Erie	37	35	39	*	†	†	†	*
Fall River	13	11	19	12	9.8	8.3	14.5	9.2
Flint	39	*	33	*	27.4	*	24.2	*
Fort Worth	29	29	24	21	17.8	17.8	15.1	13.2
Grand Rapids	34	23	31	12	21.1	14.2	19.9	7.7
Houston	40	37	30	36	†	†	†	†
Indianapolis	70	48	80	72	18.8	12.9	21.9	19.7
Jersey City	61	59	40	34	19.0	18.4	12.6	10.7
Kansas City, Kan..	19	9	4	1	16.2	7.7	3.4	0.9
Kansas City, Mo..	84	68	81	70	22.0	17.8	21.6	18.7
Los Angeles	314	287	220	208	†	†	†	†
Lowell	15	11	23	*	13.6	10.0	20.9	*
Lynn	14	12	10	10	13.4	11.5	9.6	9.6
Memphis	67	34	40	*	37.6	19.1	22.7	*
Milwaukee	130	119	95	*	24.3	22.2	18.4	*
Minneapolis	55	44	72	53	12.3	9.9	16.7	12.3
Nashville	44	26	40	23	32.0	18.9	29.3	16.8
New Bedford	14	10	8	*	11.7	8.4	6.7	*
New Haven	49	20	40	25	26.6	10.8	22.1	13.8
New Orleans	96	69	90	*	22.7	16.3	21.5	*
New York	1,058	1,055	1,084	1,079	17.8	17.7	18.3	18.3
Newark, N. J.	118	110	96	*	25.4	23.6	21.0	*
Oakland	54	41	57	53	20.3	15.4	21.9	20.4
Oklahoma City ...	22	22	29	*	†	†	†	*
Omaha	57	43	25	*	26.1	19.7	11.6	*
Paterson	51	29	26	15	35.6	20.2	18.3	10.5
Philadelphia	325	325	346	*	16.0	16.0	17.3	*
Pittsburgh	205	156	167	*	30.9	23.5	26.3	*
Portland, Ore.	55	43	36	*	†	†	†	*
Providence	61	34	64	*	21.8	12.2	23.4	*
Richmond	41	28	42	21	21.4	14.6	22.3	11.1
Rochester	64	49	64	53	19.8	15.1	20.0	16.6
St. Louis	147	135	182	165	17.6	16.1	22.0	19.9
St. Paul	47	40	44	*	18.8	16.0	17.8	*
Salt Lake City....	27	26	30	*	20.0	19.2	22.6	*
San Antonio	46	34	42	*	21.8	16.1	20.6	*
San Diego	36	24	47	36	31.3	20.9	42.7	32.7
San Francisco	138	132	127	118	24.0	23.0	22.5	20.9
Schenectady	12	8	22	18	12.9	8.6	23.7	19.4
Seattle	72	62	77	71	19.2	16.6	21.0	19.4
Somerville	10	9	16	*	9.9	8.9	16.0	*
Spokane	19	15	28	*	17.5	13.8	25.8	*
Springfield, Mass..	26	16	34	23	17.7	10.9	23.5	15.9
Syracuse	41	28	44	32	20.9	14.3	23.8	17.3
Tacoma	30	21	17	*	28.1	19.6	16.1	*
Toledo	108	80	77	*	35.5	26.3	26.2	*
Trenton	45	24	34	14	33.0	17.6	25.4	10.5
Utica	17	9	19	*	16.5	8.7	18.6	*
Washington, D. C..	111	83	100	74	20.6	15.4	19.0	14.1
Waterbury	17	16	15	*	†	†	†	*
Wilmington, Del...	42	35	23	*	33.3	27.8	18.6	*
Worcester	48	30	31	*	24.6	15.4	16.1	*
Yonkers	24	23	19	*	20.3	19.4	16.4	*
Youngstown	58	56	41	*	34.3	33.1	25.0	*

* Not reported.

† Mortality rates are omitted, pending the establishment of more satisfactory estimates of population.

American Stock Front Axles

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARINGS TYPE: In Hubs	BEARINGS TYPE: Spindle Thrust	BEARINGS TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.)	MATERIAL: Knuckle Arm (S.A.E. No.)	Transverse Inclination of King Pin (Deg.)	Inclination of Wheel Spindles (Deg.)	Recommended Fore & Aft Inclination (Deg.)	Do Wheels Trail?	TIE ROD: Location	TIE ROD: End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Size (Ins.)	FRONT WHEEL BRAKES: Equipped?	FRONT WHEEL BRAKES: Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight (Complete Without Wheels, Lbs.)	MAKE AND MODEL
‡Adams	75300	Cars		1035	I-S	2⅛	1⅝	Rev. Ell	Ball	Plain	Plain	3130	3130	7	2	0	No	R A	Ball	6	A A								Adams 75300
‡Adams	75702	Cars		1035	I-S	2¼	1¹⁵⁄₁₆	Rev. Ell	Ball	Plain	Plain	3130	3130	0	2	0	No	R A	Y & P		A A								Adams 75702
Columbia	5300	Trucks	2000		I-S	2⅜	1¾	Elliott	Roller	Ball	Plain	4130	4130	0	2	2	Yes	R A	Ball	9	A A	10	32	N P	None	None	58	105	Columbia 5300
Columbia	1700	Cars	1200	1035	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	4130	4130	7	2	2	Yes	R A	Ball	8	A A	8¾	30	Stk	Int	12–14	56	95	Columbia 1700
Columbia	2000	Cars	1800	1035	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	4130	4130	7°	2°	2°	Yes	R A	Ball	8	A A	8¾	30	Stk	Int	14	56	100	Columbia 2000
Columbia	5200	Trucks	2600		I-S	2⅜	1¾	Rev. Ell	Roller	Ball	Plain	4130	4130	7	2	2	Yes	R A	Ball	9	A A	9½	32	Stk	Int	16	58*	130	Columbia 5200
Continental	2301	Trucks	Var	1035	I-S	2½	1¾	Elliott	Roller	Roller	Plain	3135	3135	0	1½	0	No	R A	Y&P	6¹³⁄₁₆	A A	12	34	N P	None	None	56	Var	Continental 2301
Continental	2302	Trucks	Var	1035	I-S	2¾	2	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Y&P	6⅞	A A	15	36	Opt	Int	17	56*	Var	Continental 2302
Continental	1803	Trucks	Var	1035	I-S	3⅜	2¼	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Y&P	7¼	A A	14½	36	Opt	Int	17	60*	Var	Continental 1803
Continental	1901	Trucks	Var	1035	I-S	2¾	2	Elliott	Roller	Roller	Ball	3135	3135	0	1½	0	No	R A	Y&P	6⅞	A A	15	36	Opt	Int	17	56*	Var	Continental 1901
Continental	2001	Trucks	Var	1035	I-S	2½	1¾	Elliott	Roller	Roller	Plain	3135	3135	0	1½	0	No	R A	Y&P	6¼	A A	12	34	Opt	Int	20	56	Var	Continental 2001
Continental	2005	Trucks	Var	1035	I-S	4	2½	Elliott	Roller	Roller	Roller	3135	3135	0	1½	0	No	R A	Y & P	6¼	A A	14	36	Opt	Int	20	61½*	Var	Continental 2005
Eaton	14HB	Cars	Var	1035	I-S	2⅜	1¾	Rev. Ell	Roller	Plain	Plain	3135	3135	7½	2	0	Yes	R A	Ball	8	A A	9½	32	Stk	Ext	14⅜	56½	150	Eaton 14HB
Eaton	382-F	Cars	Var	3135	I-S	2⅜	1⅝	Rev. Ell	Roller	Ball	Plain	3135	3135	0	3	0	Yes	R A	Ball	8	A A	9½	32	Stk	Int	14	56	160	Eaton 382-F
Eaton	421-F	Cars	Var	3135	I-S	2⅜	1¾	Rev. Ell	Roller	Ball	Plain	3135	3135	7	2	0	Yes	R A	Ball	7¹⁄₁₆	A A	8¾	33	Stk	Servo	15⅝	58¼	154	Eaton 421 F
Eaton	501-F	Trucks	1300	1040	I-S	2½	1½	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	Yes	R A	Ball	7¾	AA	10⅜	31	N P	None	None	56	60	Eaton 501-F
Eaton (Torb)	750F	Trucks	1800	1040	I-S	2⅜	1¾	Elliott	Roller	Plain	Plain	Spec	3135	0	2	0	Yes	R A	Y & P	8	A A	9⅞	32	N P	None	None	56	100	Eaton (Torb) 750F
Eaton (Torb)	AA 3B	Trucks	2400	1040	I-S	2½	2	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y & P	8⅛	A A	11	34	N P	None	None	56	120	Eaton (Torb) AA 3B
Eaton	AA 4B	Trucks	2400	1040	I-S	2⅝	2	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y & P	10	A A	6⅞	34	N P	None	None	60	125	Eaton AA 4B
Eaton	AA5B	T & B	2400	1040	I-S	2½	2	Elliott	Roller	Plain	Plain	2330	Mol	0	2	0	Yes	R A	Y & P	7⅛	A A	9½	34	N P	None	None	60	128	Eaton AA5B
Eaton (Torb)	CC 3B	Trucks	3000	1040	I-S	2¾	2¼	Elliott	Roller	Plain	Plain	2330	2330	0	2	0	Yes	R A	Y & P	7⅞	A A	13⅛	36	N P	None	None	56	180	Eaton (Torb) CC 3B
Eaton	424F	T & B	3000	1040	I-S	2⅝	2	Rev. Ell	Roller	Roller	Plain	3135	3135	8	1	0	Yes	R A	Ball	6¾	A A	11⅛	34	Stk	Servo	15⅜	57	234	Eaton 424F
Eaton	423F	T & B	4000	1040	I-S	3	2½	Rev. Ell	Roller	Roller	Plain	3135	3135	8	1	0	Yes	R A	Ball	7⅝	A A	11¹¹⁄₁₆	34	Stk	Servo	17¼	61	343	Eaton 423F
Eaton	6000F	Trucks	7000	1035	I-S	4¼	2¾	Rev. Ell	Roller	Ball	Plain	Mol	3135	0	2½	0	Yes	R A	Y & P	10⅜	A A	5½	34	Stk	Shoe	16⅛	66⅛	578	Eaton 6000F
Salisbury	H	Cars	1500	1040	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	5130	5130	6	2½	1	Yes	R A	Ball	8⅜	A A	10⅞	32	Stk	Ext	12	56	88	Salisbury H
Salisbury	F	Cars	1700	1040	I-S	2¼	1⅝	Rev. Ell	Roller	Ball	Plain	5130	5130	7	1½	1	Yes	R A	Ball	7⅛	A A	10	32	Stk	Opt	14	56	96	Salisbury F
Salisbury	J	Cars	1350	1040	I-S	2	1⅜	Rev. Ell	Roller	Ball	Plain	5130	1040	7	1½	1	Yes	R A	Ball	8⅜	A A	9¹⁄₁₆	30	Stk	Ext	12	56	80	Salisbury J
Salisbury	K	Cars	1500	1040	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	5130	5130	6	2½	1	Yes	R A	Ball	7¾	A A	10¹⁄₁₆	32	Stk	Ext	12	56	88	Salisbury K
Salisbury	L	Cars	1500	Spec	I-S	2⅛	1¾	Rev. Ell	B-R	Ball	Plain	4140	4140	7	1½	1	Yes	R A	Ball	8⅛	A A	8¼	29	Stk	Int	12	56	97	Salisbury L
Salisbury	I	C & T	2200	1040	I-S	2⅝	2³⁄₁₆	Rev. Ell	Roller	Ball	Plain	4140	5130	6	2½	1	Yes	R A	Ball	8¼	A A	9¾	34	Opt	Ext	15½	56	100	Salisbury I
Salisbury	M	Cars	1500	1040	I-S	2⅛	1⅝	Rev. Ell	Roller	Ball	Plain	4140	4140	7	1½	1	Yes	R A	Ball	8	A A	10⅝	32	Stk	Int	12	56	97	Salisbury M
Shuler	350	Trucks	3000	1035	I-S	2½	1¾	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	12	32	Opt	Int	15⅝	56*	130	Shuler 350
Shuler	5410	T & B	3000	1035	I-S	2¾	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	11¾	34	Opt	Int	15⅝	56*	130	Shuler 5410
Shuler	510	Trucks	3400	1035	I-S	2¾	2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	13	34	Opt	Int	15⅝	56*	170	Shuler 510
Shuler	610	Trucks	5400	1035	I-S	3½	2½	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	13½	34	Opt	Int	17½	64½*	235	Shuler 610
Shuler	715	Trucks	9500	1035	I-S	3⅝	2¹⁵⁄₁₆	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	11½	34	N P	N P	None	64¾*	315	Shuler 715
Shuler	710-B	Buses	9500	1035	I-S	3½	2¹⁵⁄₁₆	Elliott	Ball	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	6½	34	N P	N P	None	70*	320	Shuler 710-B
Shuler	550	Trucks	4000	1035	I-S	2¾	2	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	13	34	Opt	Int	15⅝	58*	185	Shuler 550
Shuler	5550	Trucks	4000	1035	I-S	3	2¼	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	12⅜	34	Opt	Int	17½	58*	205	Shuler 5550
Shuler	5550-B	Buses	4000	1035	I-S	3¼	2¼	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	9	34	Opt	Int	17½	64½*	225	Shuler 5550-B
Shuler	5510	Trucks	3600	1035	I-S	3	2⅛	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	12⅜	34	Opt	Int	17½	58*	190	Shuler 5510
Shuler	5510-B	Buses	3600	1035	I-S	3¼	2¼	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	9	34	Opt	Int	17½	60*	210	Shuler 5510-B
Shuler	610-B	Buses	5400	1035	I-S	3½	2¹⁵⁄₁₆	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	6½	34	Opt	Int	17½	64½*	255	Shuler 610-B
Shuler	650	Trucks	7500	1035	I-S	2½	2¼	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	13½	34	Opt	Int	17½	64½*	290	Shuler 650
Shuler	310	Trucks	2400	1035	I-S	2½	1¾	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	12	32	Opt	Int	15⅝	56*	120	Shuler 310
Shuler	5400	Trucks	2400	1035	I-S	2¾	2	Elliott	Roller	Plain	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	11¼	34	Opt	Int	15⅝	56	120	Shuler 5400
Shuler	5405	Trucks	2400	1035	I-S	2¾	2	Elliott	Roller	Ball	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	11¼	34	Opt	Int	15⅝	56*	120	Shuler 5405
Shuler	650-B	Buses	7500	1035	I-S	3½	2½	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	6½	34	Opt	Int	17½	64½*	300	Shuler 650-B
Shuler	655	Trucks	7800	1035	I-S	3⅝	2¹⁵⁄₁₆	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	11½	34	N P	N P	None	66½*	310	Shuler 655
Shuler	615	Trucks	5400	1035	I-S	3⅝	2¹⁵⁄₁₆	Elliott	Roller	B-P	Plain	3135	3135	0	2	0	No	R A	Y & P	Opt	A A	11½	34	N P	N P	None	66½*	255	Shuler 615
Timken	1560	Buses	5000	1035	I-S	3	2⅝	Rev. Ell	Roller	Roller	Plain	5130	5130	6	3	½	Yes	R A	Ball	9¼	A A	6	34	Opt	I-A	17¼	72	200	Timken 1560
Timken	11600		1500	1035	I-S	2⅜	1¾	Elliott	Roller	Roller	Plain	5130	5130	0	1½°		Yes	R A	Ball		A A			N P	N P	None	56	73	Timken 11600
Timken	12300	Trucks	2000	1035	I-S	2½	1⅞	Elliott	Roller	Roller	Plain	5130	5130	0	2		Yes	R A	Ball		A A			N P	N P	None	56	114	Timken 12300
Timken	14700		2600	1035	I-S	2⅞	2¼	Rev. Ell	Roller	Plain	Plain	5130	5130	7½	1½		Yes	R A	Ball		A A			Opt	Int	16	60		Timken 14700
Timken	15300	Trucks	3500	1035	I-S	2⅞	2¼	Elliott	Roller	Roller	Plain	5130	5130	0	1½		Yes	R A	Ball		A A			N P	N P	None	63		Timken 15300
Timken	16300	Trucks	5400	1035	I-S	3⅜	2¼	Elliott	Roller	Roller	Plain	5130	5130	0	1½		Yes	R A	Ball		A A			N P	N P	None	69½		Timken 16300
Timken	17300	Trucks	7500	1035	I-S	4⅛	2½	Elliott	Ball	Roller	Plain	5130	5130	0	1½		Yes	R A	Ball		A A			N P	N P	None	71⅜		Timken 17300
Timken	1660	Buses	7000	1035	I-S	3¼	2⅝	Rev. Ell	Roller	Roller	Plain	5130	5130	6	3	½	Yes	R A	Ball	9	A A	6¾	36	Opt	I-A	17¼	72	260	Timken 1660
Timken	2163	Cars	1750	1035	I-S	2¼	1⅝	Rev. Ell	Roller	Ball	Plain	5130	5130	6	2½	½	Yes	R A	Ball	8¼	A A	10½	32	Opt	E-H	14⅜	56	74	Timken 2163
Timken	2340	Cars	2250	1035	I-S	2¼	2¼	Rev. Ell	Roller	Ball	Plain	5130	5130	6	2½	½	Yes	R A	Ball	7⅝	A A	10½	33	Opt	E-H	15½	56	120	Timken 2340
‡Vulcan	3F	Trucks	2800	1040	I-S	3	1¾	Elliott	Roller	Plain	Plain	3140	3140		2	1	Yes	R A	Y & P	7	A A	12	34	N P	None	None		150	‡Vulcan 3F
‡Vulcan	4F	Trucks	3500	1040	I-S	3¼	2⅛	Elliott	Roller	Plain	Plain	3140	3140		2	1	Yes	R A	Y & P	7	A A	13	36	N P	None	None		200	‡Vulcan 4F
Wisconsin	11	Trucks	2750	1035	I-S	2¾	1¾	Elliott	Roller	B-P	Plain	3135	3135	0	2	2	No	R A	Y & P	8	A A	11	34	N P	None	None	56	130	Wisconsin 11
Wisconsin	21	Trucks	3400	1035	I-S	3½	2	Elliott	Roller	Plain	Plain	3135	3135	0	2	2	No	R A	Y & P	9	A A	11	34	N P	None	None	58	175	Wisconsin 21
Wisconsin	30	Trucks	5000	1035	I-S	3⅝	2¼	Elliott	Roller	Ball	Plain	3135	3135	0	2	2	No	R A	Y & P	9	A A	12	36	N P	None	None	65	275	Wisconsin 30
Wisconsin	50	Trucks	6600	1035	I-S	4	2½	Elliott	Roller	Ball	Plain	3135	3135	0	2	2	No	R A	Y & P	10	A A	11	36	N P	None	None	65	380	Wisconsin 50
Wisconsin	5200	T & B	5200	2330	Tub	2⅞		Lemoine	Roller	Roller	Roller	2335	2335	0	0	2	Yes	R A	Y & P	10	A A	8	34	Stk	Int	17	73	420	Wisconsin 5200
Wisconsin-Columbia	7000	T & B	3000	1035	I-S	2¾	2	Elliott	Roller	Plain	Plain	2335	2335	0	2	2	No	R A	Y & P	8	A A	10	34	N P	None	None	56	135	Wisconsin-Columbia 7000
Wisconsin-Columbia	8500	T & B	4000	1035	I-S	3	2	Elliott	Roller	Plain	Plain	2335	2335	0	2	2	No	R A	Y & P	9	A A	10	34	N P	None	None	58	175	Wisconsin-Columbia 8500

ABBREVIATIONS:

*—Dimensions Optional.
°—Also others,
‡—1927 Specification
AA—Above Axle
B—Buses
ASt—Alloy Steel
B-P—Ball or Plain
B-R—Ball or Roller.
C—Cars
E-H—External Hydraulic
Ext—External
IA—Internal Air Operated.
Int—Internal
I-S—"I" Section
Mol—Molybdenum
N-P—No Provision
Opt—Optional
RA—Rear of Axle
Rev. Ell.—Reverse Elliott
Spec—Special
Stk—Standard Equipment
T—Trucks
Tub—Tubular
Var—Variable
Y&P—Yoke and Pin

American Stock Clutches

MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (Ins.)	DIAMETER OF FACING		No. of Driving Members	No. of Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVE TAKEN BY		Means of Adjustment	Is Clutch Brake Provided	Bell Housing (S.A.E.) (Nos.)	Weight (Lbs.)
						Maximum (Ins.)	Minimum (Ins.)					Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage			From Flywheel to Driving Members of Clutch	Fr'm Driv'g Memb's of Clutch to Driving Shaft of Clutch				
Borg & Beck	FGX	200	S P.	Wo	4.78	11.87	7.25	2	1	Steel	1	275	2200	31.6	300	13⅜	Ann B.	Pins	Splines	S C P.	Yes	1, 2, 3	37
Borg & Beck	RGS	200	S P.	Wo	4.78	11.87	7.25	2	1	Cast I.	1	275	2200	31.6	300	13⅜	Ball T.	Pins	Splines	S C P.	Yes	None	52
Borg & Beck	11 QL	180	S P.	Wo	4.40	10.87	6.75	2	1	Steel	1	300	1500	27.0	300	11¼	Plain	Pins	Splines	S C P.	No	None	22⅝
Borg & Beck	FJX	300	S P.	Wo	5.40	13.87	7.75	2	1	Steel	1	275	2200	21.0	300	15½	Ann B.	Keys	Splines	S C P.	Yes	1, 2	54½
Borg & Beck	8Q	90	S P.	Wo	3.25	7.87	5.12	2	1	Steel	1	250	900	32	275	8¼	Opt	Pins	Splines	S C P.	No		12⅝
Borg & Beck	9Q, 9QL	125	S P.	Wo	3.75	8.87	6.12	2	1	Steel	1	275	1100	34	300	9¼	Opt	Pins	Splines	S C P.	No		13⅜
Borg & Beck	10Q, 10QL	155	S P.	Wo	4.15	9.87	6.75	2	1	Steel	1	275	1300	33	300	10¼	Opt	Pins	Splines	S C P.	No		17⅜
Borg & Beck	11Q	180	S P.	Wo	4.40	10.87	6.75	2	1	Steel	1	300	1500	27	330	11¼	Opt	Pins	Splines	S C P.	No		22⅝
†Brown-Lipe	65	Var	M D.	Mo	3.87	9.25	6.25	13	13	Steel	2	330	330	13.0	330	9¾	Ball T.	Gear T.	Keys	Sp B.	Yes	1, 2, 3	Var
†Brown-Lipe	70		M D.	Mo	3.87	9.25	6.25	14	14	Steel	2	330	330	13.0	330	9¾	Ball T.	Gear T.	Keys	Sp B.	Yes	1, 2, 3	Var
†Brown-Lipe	20	84	M D.	Wo	3.65	8.45	6.25	3	3	Steel	2	330	330	13.0	330	9¼	Ball T.	Gear T.	Keys	Sp B.	Yes	3, 4	Var
†Brown-Lipe	30	125	M D.	Wo	3.65	8.43	6.25	4	4	Steel	2	330	330	13.0	330	9¼	Ball T.	Gear T.	Keys	Sp B.	Yes	2, 3, 4	Var
†Brown-Lipe	A	165	S P.	Mo	4.18	9.87	6.75	1	2	Steel	12	285	1995	50.0	285		Ball T.	Pins	Splines	Th R.	Yes	2, 3, 4	Var
†Brown-Lipe	35	184	M D.	Wo	3.65	8.43	6.25	5	5	Steel	2	330	330	13.0	330	9¼	Ball T.	Gear T.	Keys	Sp B.	Yes	2, 3, 4	Var
†Brown-Lipe	50	208	M D.	Wo	3.65	8.43	6.25	6	6	Steel	2	330	330	13.0	330	9¼	Ball T.	Gear T.	Keys	Sp B.	Yes	2, 3	Var
†Brown-Lipe	55	T, B, Tr	250	M D.	Wo	3.65	8.43	6.25	7	7	Steel	2	330	330	13.0	330	9¼	Ball T.	Gear T.	Keys	Sp B.	Yes	1, 2, 3	Var
†Brown-Lipe	61	C, T & B	Var	M D.	Mo	3.87	9.25	6.25	10	10	Steel	2	330	330	31.0	330	9¾	Ball T.	Gear T.	Keys	Sp B.	Yes	2, 3	Var
†Brown-Lipe	60	T, B & Tr	275	M D.	Wo	3.65	8.43	6.25	8	8	Steel	2	330	330	13.0	330	9¼	Ball T.	Gear T.	Keys	Sp B.	Yes	1, 2, 3	Var
Cotta Gear	8	T, Tr	Var	M D.	Wo	3.78	9.00	6.12	8	9	Steel	1	700	700	20.5	700	11½	Ann B.	Gear T.	Splines	Th R.	No	Opt	73
Cotta Gear	4	T & Tr	Var	M D.	Wo	3.88	9.00	6.12	4	5	Steel	1	700	700	20.5	700	11½	Ann B.	Splines	Splines	Sp B.	No		50
Covert	JUC	C, & TB	150	M D.	Mo	3.68	8.25	8.25	5	6		3	375	Var	Var	Var	11½	Ann B.	Gear T.	Gear T.	Sp B.	Yes	1, 2, 3, 4	Var
Covert	DC-9	T & B	280	M D.	Mo	3.68	8.25	8.25	9	10		3	342	Var	Var	Var	11¾	Ann B.	Gear T.	Gear T.	Sp B.	Yes	1, 2, 3	Var
Detlaff	JA	Cars	110	M D.	Wo	2.68	7.87	5.43	3	2	Steel	3	300	300	1.9	300	10	Ann B.	Pins	Pins	Sp B.	Yes	3, 4, 5	15
Detlaff	M	Cars	200	M D.	Wo	3.71	8.37	6.50	4	4	Steel	4	360	360	2.05	360	11½	Ball T.	Gear T.	Gear T.	None	No	1,2,3,4,5	30
Detlaff	D & H	C, T, B & Tr	500	M D.	Wo	3.71	8.37	6.50	9*	9*	Steel	3	500	500	Var	500	11½	Ann B.	Gear T.	Gear T.	Sp B.	Yes	1, 2, 3	55
Fuller	I-SC-10	T, B & Tr	Var	M D.	Wo	3.50	8.16	5.87	5	4	Steel	1	450	450	Var	450		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	83
Fuller	I-SC-12	T, B & Tr	Var	M D.	Wo	3.50	8.16	5.87	6	5	Steel	1	450	450	Var	450		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	87
Fuller	I-SC-14	T, B & Tr	Var	M D.	Wo	3.50	8.16	5.87	7	6	Steel	1	450	450	Var	450		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	89
Fuller	I-SC-16	T, B & Tr	Var	M D.	Wo	3.50	8.16	5.87	8	7	Steel	1	450	450	Var	450		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	93
Fuller	I-SC-16	Buses	Var	M D.	Mo	3.50	8.16	5.87	8	7	Steel	1	350	350	Var	350		Ann B.	Gear T.	Pins	None	No	1,2,3,4,5	75
Fuller	ISC-IZ-10	T, B & Tr		M D.	Wo	4.15	9.87	6.75	6	5	Cl&S	1	700	700	17.0	700		Ann B.	Gear T.	Pins	None	No		90
Hillard	XDG	T, B, Tr	400	M D.	Wo	5.00	10.68	6.87	2	2	Steel	1	375	1875	12.0	375	13⅜	Ann B.	Gear T.	Gear T.	S C P.	Yes	2, 3	62
Hillard	S-6	T, B, Tr	500	M D.	Wo	5.00	12.00	8.00	3	3	Steel	1	375	1875	16.0	375	15½	Ann B.	Gear T.	Gear T.	S C P.	Yes	Opt	117
Hillard	S-8	T, B, Tr	625	M D.	Wo	5.00	12.00	8.00	4	4	Steel	1	375	1875	23.0	375	15½	Ann B.	Gear T.	Gear T.	S C P.	Yes	None	124
†Hoosier	K94A	C, T & Tr	150	S P.	Mo	3.59	8.87	5.50	1	1		1	250	1190	31.0	250	10⅞	Ball T.	Pins	Splines	Self A.	No	Opt	15
†Hoosier	K84AB	C, T, B, Tr	125	S P.	Mo	3.28	7.87	5.25	1	1		3	225	1125	41.0	225	9¾		Pins	Splines	Self A.	No	Opt	9¾
†Hoosier	K94AB	C, T, B, Tr	150	S P.	Mo	3.59	8.87	5.50	1	1		3	255	1275	33.0	255	10⅞		Pins	Splines	Self A.	No	Opt	12½
†Hoosier	K910A	C, T, B, Tr	210	M D.	Mo	3.59	8.87	5.50	2	2		1	250	1190	31.0	250	10⅞	Ball T.	Pins	Splines	Self A.	No	None	19
Jones	CX 8½	Cars	Var	S P.	Wo	3.34	8.5	4.87	1	1	Cast I.	12	Var	Var	18.2	170	10	Ann B.	Studs	Splines	None	No	4, 5	17
Jones	CX 10	C, T & B	Var	S P.	Wo	3.93	9.87	5.87	1	1	Cast I.	12	Var	Var	19.4	160	11¼	Ann B.	Studs		None	No	3, 4, 5	20
Jones	CX 11	C, T & B	Var	S P.	Wo	4.30	10.87	6.37	1	1	Cast I.	12	Var	Var	16.7	170	12¼	Ann B.	Studs		None	No	3, 4	25
Jones	CX-12	C, T & B	Var	S P.	Wo	4.69	11.87	6.87	1	1	Cast I.	12	Var	Var	14.7	270	13¼	Ann B.	Studs	Splines	None	No	2, 3	28
Jones	C12D	T & B	Var	M D.	Wo	4.87	12	7.50	2	2	Cast I.	12	Var	Var	14.7	270	14	Ann B.	Studs	Splines	None	No	2, 1	60
Jones	C10 D	C, T & B		M D.	Wo	4.19	10	6.75	3	2	Cast I.	12	Var	Var	19.6	210	11.5	Ann B.		Splines	None	No	3, 4	31
Long	9-C	Cars	150	S P.	Mo	4.00	9.75	6.25	2	1	Steel	6	Var	Var	Var	Var		Ball T.	Rim	Splines	None	No	3, 4, 5	14.5
Long	8F	Cars	120	S P.	Mo	3.62	8.75	5.75	2	1	Steel	9	Var	Var	Var	Var		Ball T.	Rim	Splines	None	No		12
Long	28A	C, T, B	225	M D.	Mo	3.62	8.75	5.75	3	2	Steel	12	Var	Var	Var	Var		Ball T.	Studs	Splines	None	No		27
Long	9A	C, T, B	150	S P.	Mo	4.00	9.75	6.25	2	1	Steel	12	Var	Var	Var	Var		Ball T.	Studs	Splines	None	No		19.5
Long	9AS	C, T, B	165	S P.	Mo	3.81	9.75	5.50	2	1	Steel	12	Var	Var	Var	Var		Ball T.	Studs	Splines	None	No		19.5
Long	29A	C, T, B	275	M D.	Mo	4.00	9.75	6.25	3	2	Steel	12	Var	Var	Var	Var		Ball T.	Studs	Splines	None	No		32
Long	10A	C, T, B	160	M D.	Mo	3.31	7.75	5.50	3	2	Steel	6	Var	Var	Var	Var		Ball T.	Studs	Splines	None	No		16.5
Long	11A	C, T, B	225	S P.	Mo	4.37	11.00	6.50	2	1	Steel	12	Var	Var	Var	Var		Ball T.	Studs	Splines	None	No		23.5
Long	31A	C, T, B	375	M D.	Mo	4.37	11.00	6.50	3	2	Steel	12	Var	Var	Var	Var		Ball T.	Studs	Splines	None	No		39
Merchant & Evans	8US	Cars	1500	S P.	Wo	3.31	7.87	5.37	2	1	Cast I.	6	1200	1200	46.0	185	9¼	Ball T.	Pins	Splines	Step R	No	1, 6	14
Merchant & Evans	12US	C, T & B	2500	S P.	Wo	5.00	11.87	8.25	2	1	Cast I.	6	1200	1200	21.0	150	13⅜	Ball T.	Pins	Splines	Step R	No	1, 2, 3, 4	22
Merchant & Evans	12UD	C, T & B	3500	M D.	Wo	4.87	11.18	7.18	3	2	Cast I.	6	1200	1200	21.0	150	13⅜	Ball T.	Pins	Splines	Step R	No	1, 2, 3, 4	24
Merchant & Evans	10US	C, T & Tr	2000	S P.	Wo	4.15	9.87	6.75	2	1	Cast I.	6	1200	1200	29.0	150	11¼	Ball T.	Pins	Splines	Step R	No	1, 2, 3, 4	18
M. & E. (Hele & Shaw)		C, B & Tr	2500*	M O.	None	Var	Var	Var	12*	11*	Steel	1	300*	300*	48.0*	300*	10½*	Ann B.	Splines	Splines	None	Yes	None	Var
Rockford	9C-1	C,T,B&Tr	150	S P.	Mo	3.71	8.87	6.00	2	1	Al St.	6	930	930	26.7	204	10⅞	Ball T.	Pins	Splines	S C P.	No	2,3,4,5	
Rockford	10II, 10II-1	C,T,B&Tr	150	S P.	Mo	4.18	9.87	6.87	2	1	Al St.	6	1020	1020	29.9	215	11⅞	Ball T.	Pins	Splines	S C P.	No	2,3,4,5	
Rockford	9II, 9II-1	C,T,B&Tr	100	S P.	Mo	3.71	8.87	6.00	2	1	Al St.	6	930	930	26.7	204	10⅞	Ball T.	Pins	Splines	S C P.	No	2,3,4,5	
Spicer	12"	Cars	Var	S P.	Mo	5.31	12.12	9.50	1	1	Steel		Var	Var	Var	Var	13⅛	Ball T.	Keys	Integral	Sp B.	No		33
Spicer	9½"	Cars	Var	S P.	Mo	4.00	9.50	6.50	1	1	Steel		Var	Var	Var	Var	10⅞	Ball T.	Keys	Integral	Sp B.	No		21½
Yellow	YZ	Buses	350	S P.	Wo	5.41	14.25	7.37	2	1	Steel	20	2200	2200	19 0	418	17.25	Ball T.	Studs	Splines	Nuts	No	No	76

ABBREVIATIONS:

†—1927 Specifications.
°—Slightly higher for QL.
*—Varies According to Load.
AlSt—Alloy Steel.
Ann B—Annular Ball.
Ball T—Ball Thrust.
B—Buses.
C—Cars.
Cast I—Cast Iron.
CI&S—Cast Iron and Steel.
Gear T—Gear Teeth.
Lea—Leather.
MD—Multiple Dry Disc.
MO—Multiple Disc in Oil.
Mo—Molded Composition.
Opt—Optional.
SCL—Screws in Clutch Levers.
SCP—Screws on Cover Plate.
Self A—Self Adjusting.
Step R—Stepped Ring.
SP—Single Plate.
Sp B—Spring Bolts.
T—Trucks.
Tr—Tractors.
Th R—Threaded Ring.
Var—Varies.
Wo—Woven Fabric.

SOME figures on the frequency of various causes of poor road illumination have been arrived at through a survey made by the University of California. The defects were determined by garages, but the total number of defects on which the percentages are based is not given. The percentages are as follows: Sockets, 11.45; poor connections, 13.77; lens, 9.17; out of adjustment, 19.78; gasket broken, 1.53; beam control, 12.22; lamp smashed, 3.06; bulbs, 16.80; focusing screw stripped, 1.53; reflectors, 3.81; poor wiring, 2.29; battery trouble, 3.06; circuit breaker stuck, 1.53. Most trouble is due to poor adjustment, which is fortunate as this can be remedied by motorist.

It has been observed that in wet weather the proportion of cases in which one light is out is doubled, from which the conclusion is drawn that wiring systems and equipment are not as weather-proof as they should be. Of the fatal accidents in connection with automobile traffic in Alameda County, 5.8 per cent were directly attributable to faulty lighting, while in 4.8 per cent of these accidents it was a secondary cause.

*—Dimensions Optional. †—1927 Specification AA—Above Axle B-P—Ball or Plain E-H—External Hydraulic Int—Internal N-P—No Provision Rev. Lin.—Reverse Lining

Commercial Airplanes of the World

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seating Capacity and No. of Passengers	POWER PLANT: Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	PERFORMANCE: Maxim Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb in First Minute (Ft.)	OVERALL: Length (Ft. Ins.)	Height (Ft. Ins.)	WING DIMENSIONS: Span Upper (Ft. Ins.)	Span Lower (Ft. Ins.)	Chord Upper (Ft. Ins.)	Chord Lower (Ft. Ins.)	Area (Sq. Ft.)	Stagger (Ins.)	MATERIAL: Wings Ribs	Wings Spars	Wings Covering	Fuselage Structure	Fuselage Covering	WEIGHTS: Loaded (Lbs.)	Net Pay Load (Lbs.)
AMERICAN																										
Alco J M 1927	Tr.Bi.	Land.	Pa.	3-2	1-Hall-Scott A7A	100	W-Ver.	1450	95	32	350	24		38	38	5	5	325	4	Wood	Wood	Fab.	Wood	Fab.		320
Alexander Eaglerock	Tr.Bi.	Land.	Adv,Pa,Pho.	3-2	1-Curtiss OX5	90	W-Vee.	1400	97	30	600	24-11½	9-11	36-0	38-0	5-0	5-0	360	13⅝	Wood	Wood	Fab.	St-T	M&F	2230	670
Alexander Eaglerock	Tr.Bi.	Land.	Adv,Pa,Pho.	3-2	1-Curtiss OX5	90	W-Vee.	1400	100.6	34	514	24-11½	9-11	36-0	32-0	5-0	5-0	330	13⅝	Wood	Wood	Fab.	St-T	M&F	2230	690
Alexander Eaglerock	Tr.Bi.	Land.	Adv,Pa,Ma.	3-2	1-Wright J5	200	A-Rad.	1800	132	40	1000	24-5	9-11	34-0	36-3	5-0	5-0	333	16⅝	Wood	Wood	Fab.	St-T	M&F	3000	1152
American Eagle	Tr.Bi.	Land.	Pa,Ma,Pho°	3-2	1-	90	W-Vee.	1400	99.6	30	600	24-6	8-0	30-0	30-0	5-3	5-3	300	12		Wood	Fab.	Steel	Fab.	4075	850
Boeing Mail Plane	Tr.Bi.	Land.	Ma,Pa.	3-2	1-	410	A-Rad.	1900	130	54	770	33-3 3/16	11-8½	44-2¼	44-2¼	6-7	6-7	545		LaWd	Wood	Fab.	St-T	Fab.	5760	1600
Boeing B 1-D	Pu.Bi.	FlBt.	Pa.	4-3	1-	200	A-Rad.	1800	95	45	700	30-9 11/16	12-1½	39-8¼	39-8¼	6-7	6-7	466		LaWd	Wood	Fab.	Wood	LaWd.	3500	540
Boeing DES 80	Tr.Bi.	Land.	Ma,Pa.	14-12	3-	1275	A-Rad.	1900	128	55	975	55-3	12-8	80-0	65-8	10-0	7-0	1122	010	Al	St-T	Fab.	St-T	Fab.	13726	3780
Buhl CA 5	Tr.Bi.	Land.	Ma,Pa,Fr.	5-4	1-Wright J5	220	A-Rad.	1800	120	45	700	27-8¼	8-10½	42-0	30-4	6-0	3-6	312	8½	Wood	Wood	Fab.	St-T	Al&F	3700	1000
Burke CM 1	Tr.Mo.	Land.	Pa.	4-3	1-	135	A-Rad.	1050	110	37	600	26-1	8-7	36-0	None.	6-6	None	232	No	Wood	Wood	Fab.	St-T	Fab.	2100	530
Eberhart EC-1	Tr.Mo.	Land.	Pa,Ma	4-3	1-Fairchild Caminez	135	A-Rad.	1050				28-2	8-4	41-0	None		None	242	No	Wood	LaWd	Fab.	St-T	Fab.	2384	540
*Fairchild FC-1	Tr.Mo.	Land.	Pa,Ma,Pho.	3-2	1-Curtiss OX5	90	W-Vee.	1400	97	42½	350	30-10	9-11	43-10	None	7-0	None	290	No	LaWd	LaWd	Fab.	St-T	Fab.	2341	330
*Fairchild FC-1 A	Tr.Mo.	Land.	Pa,Ma,Pho.	3-2	1-Wright J4 B	200	A-Rad.	1800	121	42½	1100	30-2	9-8	43-10	None	7-0	None	290	No	LaWd	LaWd	Fab.	St-T	Fab.	2550	435
Fokker Univl.	Tr.Mo.	Land.	Fr,Pa,Ma.	7-6	1-Wright J5	220	A-Rad.	2000	119	42	600	33-3	8-9	47-9	None	Taper	None	330	No	Ply-Wd	LaWd	Ply-Wd	St-T	Fab.	4000	1208
Fokker Wasp	Tr.Mo.	Land.	Fr,Pa,Ma.	8-6	1-Pr&Whit Wasp	410	A-Rad.	1900	140	48	1250	36-0	8-9	47-9	None	Taper	None	330	No	Ply-Wd	LaWd	Ply-Wd	St-T	Fab.	4200	750
Fokker Seap Univl.	Tr.Mo.	Seap.	Fr,Pa,Ma.	7-6	1-Wright J5	220	A-Rad.	2000	115	46	580	35-10	11-8	47-9	None	Taper	None	330	No	Ply-Wd	LaWd	Ply-Wd	St-T	Fab.	4000	908
Fokker F VII	Tr.Mo.	Land.	Fr,Pa,Ma.	12-8	3-Wright J5	660	A-Rad.	2000	122	50	720	47-11¼	12-9	63-3	None	Taper	None	630	No	Ply-Wd	LaWd	Ply-Wd	St-T	Fab.	9060	2144
Fokker C 2	Tr.Mo.	Land.	Fr,Pa,Ma.	12-8	3-Wright J5	660	A-Rad.	2000				48-6	12-9	63-3	None	Taper	None	630	No	Ply-Wd	LaWd	Ply-Wd	St-T	Fab.	9586	2054
Fokker TA-1	Tr.Mo.	Land.	Pa.	10-8	3-Wright J5	660	A-Rad.	2000				48-9	12-9	63-3	None	Taper	None	630	No	Ply-Wd	LaWd	Ply-Wd	St-T	Fab.	9586	2026
Fokker Super Uni.	Tr.Mo.	Land.	Fr,Pa,Ma.	8-6	1-Pr&Whit Wasp	410	A-Rad.	1900	135	42	1300	36-0	8-9	52-9	None	Taper	None	380	No	Ply-Wd	LaWd	Ply-Wd	St-T	Fab.	4750	1000
Heath Super Std.	Tr.Bi.	Land.	Pa.	3-2	1-	90	W-Vee.	1450	75	30	500	24-0	8-6	32-0	32-0	6-0	6-0	350	6	Wood	Wood	Fab.	Wood	Fab.	2060	710
*Kentucky-Cardinal S3	Tr.Bi.	Land.	Comm.	3-2	1-Curtiss OX 5	90	W-Vee.	1400	105	40	500	23-8	7-5	34-7	21-0	5-4	2-4	235	20	Wood	Wood	Fab.	St-T	Fab.	1700	300
*King Bird	Tr.Bi.	Land.	Comm.	4-3	1-Curtiss OX 5	90	W-Vee.	1400	95	30	600	25-4	90-0	32-0	95-0	5-0	5-0	320	10	Wood	Wood	Fab.	St-T	Fab.	2000	640
Keystone K-47	Tr.Bi.	Land.	Pa,Ma	12-10	3-Wright J 5	660	A-Rad.	1800	115	53	570	44-5	15-4	67-0	67-0	Taper	Taper	1150	0	Wood	Wood	Fab.	St-T	Fab.	10296	
Keystone K-42	Tr.Bi.	Land.	Dust,Pho.	1-0	1-Wright J 5	220	A-Rad.	1800	100	53	1000	28-6	9-10	33-0	24-4	6	4½	294	28.5	Wood	Wood	Fab.	St-T	Fab.	2414	
Keystone K-55	Tr.Bi.	Seap°	Pa,Ma	3-2	1-Wright J 5	220	A-Rad.	1800	118	40	1000	26-9	9-9	38-11	34	5-3	5-3	361	15	Wood	Wood	Fab.	St-T	Fab.	2600	
Kreider-Reisner	Tr.Bi.	Land.	Pa.	3-2	1-	90	W-Vee.	1400	102	34	540	23-9	9-4	30	28-6	5-3	5-3	296	14½	Wood	Wood	Fab.	St-T	Fab.	1964	450
Meteor 4M	Tr.Bi.	Land.	Pa,Ma	2-1	2-Irwin 79	50	A-X	1850	90	30	600	18-0	6-9	24-0	27-0	3-9	3-9	180		Wood	LaWd	Fab.	LaWd	W&F		450
Nich. Beazley J 1	Tr.Bi.	Land.	Pa.	3-2	1-Curtiss OX 5	90	W-Vee.	1450	85	30				31-6	31-6	6-0	6-0		7	Wood	Wood	Fab.	Wood	Fab.	2130	400
*Pacer Thunder	Tr.Mo.	Land.	Comm.	4-3	1-Hispano A	150	W-Vee.	1450	127	41	1020	20-4	7-10	35-2	None	5-4	None	186	No	LaWd	Wood	Fab.	St-T	Fab.	1860	
*Pacer Hawk	Tr.Mo.	Land.	Pa.	3-2	1-Curtiss OX5	90	W-Vee.	1400	90	38	800	23-7	7-3	36-8	None	5-3	None	170	No	LaWd	Wood	Fab.	LaWd	LaWd	1360	340
*Pitcairn Fleetwing	Tr.Bi.	Land.	Pa.	5-4	1-Curtiss C6	180	W-Ver.	2200	110	48	800	25-11	9-7	38-0	33-1	5-2	5-2	351	25	Wood	Wood	Fab.	St-T	Fab.	2877	680
*Pitcairn Orowing	Tr.Bi.	Land.	Pa.	3-2	1-Curtiss OX 5	90	W-Vee.	1400	90	45	600	26-2	9-1	36-0	35-11¾	5-0	5-0	338½	14¾	Wood	Wood	Fab.	St-T		2045	340
Ryan B-1	Tr.Mo.	Land.	Pa.	5-4	1-Wright J 5	220	A-Rad.	1850	125	45	800	27-9	9-9	42-0	None	7-0	None	290	No	Wood	LaWd	Fab.	A-M	Fab.	3200	1000
Sikorsky S-36	Tr.Bi.	Amph.	Ma,Pa	8-7	2-Wright J 5	400	A-Rad.	1800	115	50	600	36-6	11-3	62-0	24-0	8-4	4-2	565	29	Al	Al	Fab.	Al	Fab.	6400	1200
Sikorsky S-37	Tr.Bi.	Land.	Pa,Fr.	18-16	2-Jupiter	950	A-Rad.	1800	135	55	800	45-5	16-3	100-0	58-4	8-4	5-0	1074	8	Al	Al	Fab.	Al	Fab.	15000	3500
Sikorsky S-38	Tr.Bi.	Amph.	Pa.Ma	8-6	2-Wright J 5	400	A-Rad.	1800	108	50	400	36-6	11-3	72-0	27-3	8-4	4-2	669	29	Al	Al	Fab.	Al	Fab.	8500	1200
Stinson S.M.1	Tr.Mo.	Land.	Pa,Fr.	6-5	1-Wright J5CA	200	A-Rad.	1800	124	54	800	32-0	9-0	45-10	None.	7-0	None.	292	No	Wood	Wood	W&F	St-T	Fab.	3485	1050
Stinson S.B. 1	Tr.Bi.	Land.	Pa,Fr.	5-4	1-Wright J5CA	200	A-Rad.	1800	116	45	500	28-10	10-3	35-10	35-10	5-3	5-3	350	12	Al	Wood	W&F	St-T	Fab.	3280	1005
Swallow	Tr.Bi.	Land.	Pa.	3-2	1-Curtiss OX 5	90	W-Vee.	1400	98	35	600	23-10	9-6	32-8	32-3	4-10	4-10	300	15¾	Wood	LaWd	Fab.	St-T	Fab.	2200	400
Swallow	Tr.Bi.	Land.	Pa.	3-2	1-Hispano	150	W-Vee.	1650	110	38	800	23-10	9-6	32-8	32-3	4-10	4-10	300	21	Wood	LaWd	Fab.	St-T	Fab.	2525	650
Swallow	Tr.Bi.	Land.	Pa.	3-2	1-Hispano	180	W-Vee.	1700	120	40	850	23-10	9-6	32-8	32-3	4-10	4-10	300	22	Wood	LaWd	Fab.	St-T	Fab.	2650	800
Swallow	Tr.Bi.	Land.	Pa.	3-2	1-Wright	200	A-Rad.	1900	130	40	1000	23-10	9-6	32-8	32-3	4-10	4-10	300	22	Wood	LaWd	Fab.	St-T	Fab.	2650	900
Travel Air 2000	Tr.Bi.	Land.	Pa.	3-2	1-Curtiss OX 5	90	W-Vee.	1400	100	42	550	24-2	8-9	31-8	28-10	5-6	4-8	297	29	Wood	Wood	Fab.	St-T	Fab.	2100	350
Travel Air 4000	Tr.Bi.	Land.	Pa.	3-2	1-Wright J 5	220	A-Rad.	1800	135	45	1200	23-6	8-9	31-8	28-10	5-6	4-8	297	29	Wood	Wood	Fab.	St-T	Fab.	2400	360
Travel Air 5000	Tr.Mo.	Land.	Pa.	5-4	1-Wright J 5	220	A-Rad.	1800	123	55	710	30-6	8-9	51-7	None.	6-9	None.	312	No	Wood	Wood	Fab.	St-T	Fab.	3600	750
Waco 9	Tr.Bi.	Land.	Comm.	3-2	1-Curtiss OX 5	None.	W-Vee.	1400				23-7	9-1	29-6	29-6	5-2	5-2			Wood	Wood	Fab.	A-M	Fab.		
Waco 10	Tr.Bi.	Land.	Comm.	3-2	1-Curtiss OX 5	90	W-Vee.	1400				23-3	9-1	30-8	29-5	5-2	5-2			Wood	Wood	Fab.	A-M	Fab.		
Waco 10	Tr.Bi.	Land.	Comm.	3-2	1-Curtiss OXX-6	180	W-Vee.	1400				23-3	9-1	30-8	29-5	5-2	5-2			Wood	Wood	Fab.	A-M	Fab.		
Waco 10	Tr.Bi.	Land.	Comm.	3-2	1-Wright J 5	200	A-Rad.	1800				22-4	9-1	30-8	29-5	5-2	5-2			Wood	Wood	Fab.	A-M	Fab.		
Waco 10	Tr.Bi.	Land.	Comm.	3-2	1-Siemens 7	95	A-Rad.	1700				23-4	9-1	30-8	29-5	5-2	5-2			Wood	Wood	Fab.	A-M	Fab.		
Waco 10	Tr.Bi.	Land.	Comm.	3-2	1-Siemens 9	125	A-Rad.	1750				23-4	9-1	30-8	29-5	5-2	5-2			Wood	Wood	Fab.	A-M	Fab.		
Waco 10	Tr.Bi.	Land.	Comm.	3-2	1-Caminez 447-B	135	A-Rad.	1050				22-10	9-1	30-8	29-5	5-2	5-2			Wood	Wood	Fab.	A-M	Fab.		
Wallace 200	Tr.Bi.	Land.	Pa.	3-2	1-Wright J 5	200	A-Rad.	1800	129	41½	1100	23-9	9-2	34-4	32-4			360		St-T	Wd	Fab.	A-M	Fab.	2330	
*Waterhouse Cruziar	Tr.Mo.	Land.	Fr.	3-2	1-Wright J 4	200	A-Rad.	1700	138	45	1200	23-10	8-0	36-0	None.	7-0	None.	240	No	Wood	Rox	Fab.	St-T	Fab.	2450	731
*Waterhouse Romair	Tr.Bi.	Land.	Pa,Ma,Fr.	3-2	1-Wright J 4	200	A-Rad.	1700	130	40	1200	23-6	9-0	30-0	30-0	5-0	5-0	265	0	Wood	Box	Fab.	St-T	Fab.	2200	688
BRITISH																										
*Armstrong W Argosy	Tr.Bi.	Land.	Pa.	22-20	3-Amstrong S. Jaguar	1155	A-Rad.	1700	110	55	600	65-9½	19-10	89-4	90-7½	12-0	10-0	1880	18½	Wood	W&S	Fab.	St-T	Fab.	18000	4500
Gloster Goral	Tr.Bi.	Land.	Comm.	2-	1-Gnome Rh. Jupiter	423	A-Rad.	1700	119	60		29-9	11-3	46-7	46-7	5-9	5-9	490	16	A-M	A-M	Fab.	St-T	Fab.	4400	
Gloster IIIB	Tr.Bi.	Seap.	Ma	1-	1-Napier Lion	700	W-W.	2700		84		25-6	10-9	19-10	19-10	4-2	4-2	152	12	Wood	Wood	Fab.	LaWd	LaWd	2700	

FRENCH

Avimeta	A.V.M. 132	Tr.Mo.	Land.	Pa,Fr.	42-12	3-Salmson	AB 9		A-Rad.	1700	124			46-9	11-5	72-2	None		None	765	No	Al	Al	Met	Al	Met	11000	2860
Avimeta	A.V.M. 132	Tr.Mo.	Land.	Pa,Fr.	14-12	3-Wright	J 5		A-Rad.	1800	118			46-9	11-5	72-10	None		None	765	No	Al	Al	Met	Al	Met	10100	2420
Avimeta	A.V.M. 130	Tr.Mo.	Land.	Pa,Fr.	14-12	1-Lorraine			W-		124			46-9	11-5	72-2	None		None	765	No	Al	Al	Met	Al	Met	9250	2640
Avimeta	A.V.M. 130	Tr.Mo.	Land.	Pa,Fr.	14-12	1-Packard	2A 1500		W-Vee					46-9	11-5	72-2	None		None	765	No	Al	Al	Met	Al	Met		
Avimeta	A.V.M. 92	Tr.Mo.	Land.	Pa,Fr,Ma.	5-4	1-Salmson	AB 9		A-Rad.	1700	127			30-6	9-0	41-4	None	7-8	None	312	No	Al	Al	Met	Al	Met	3710	1100
Avimeta	A.V.M. 92	Tr.Mo.	Land.	Pa,Fr,Ma.	5-4	1-Wright	J 5		A-Rad.	1800	121			30-6	9-0	41-4	None	7-8	None	312	No	Al	Al	Met	Al	Met	3710	1100
*Bechereau		Tr.Bi.	Land.	Pa,Fr.	8-7	1-Salmson	CM 18	500	W-Rad.	1650	118			35.2			65.4		Wood	647		Wood	Wood	Wood	Wood	Wood	7740	
*Besson	MB 36	Tr.Mo.	Fl.Bt.	Pa.	16-14	3-Gnome Rh	Jupiter	1260	A-Rad.	1700	112			61.5	15.4	82.0	None		None	1400	No	Wood	Wood		Wood		17600	
*Bleriot	165	Tr.Bi.	Land.	Pa.	18-16	2-Gnome Rh	Jupiter	840	A-Rad.	1700	112			49.2	14.8	75.5	75.5			1280							12000	3530
Breguet	28 T	Tr.Bi.	Land.	Pa.	10-8	1-Gnome Rh	Jupiter	420	A-Rad.		131		625	39.2	13.4	56.8				580		Al	Al	Fab	Al		7045	2640
C.A.M.S.	37	Pu.Bi.	Amph.	Pa.		1-Lorraine		450	W-W		119	53		37.6	13.3	47.7	47.7	7.9	6.9	625	19.7	LaWd	LaWd	Fab	Wd	LaWd	6160	1100
C.A.M.S.	51	Ta.Bi.	Fl.Bt.	Pa.		2-Jupiter		960	A-Rad.		131	60		45.2	16.45	67.0	66-0	10.2	9.7	1237	39.4	LaWd	LaWd	Fab	Wood	LaWd	13850	3080
*Denhaut		Tr.Bi.	Amph.	Pa.	10-7	2-Gnome Rh	Jupiter	840	A-Rad.	1700	109	56		52.5	16.4	78.8				1250		Wood	Wood	Fab	Wood		11530	
Forman	F 121	TP.Mo.	Land.	Pa.	14-12	4-Hispano		720	W-Vee	1800	131	53	530	45.2	14.75	62.5	None	Taper	None	872	No	Wood	St-T	Fab	W&F		11450	
Forman	F 170	Tr.Mo.	Land.	Pa.	9-8	1-Forman	12 WE	500	W-W	1065	127	53	660	38.6	10.54	53.0	None	11.5	None	570	No	Wood	St-T	Fab	W&F		7300	
Forman	F 73	Tr.Mo.	Land.	Pa.	7-6	1-Jupiter	9Aa	380	A-Rad.	1550	122	43.6	825	32.9	11.29	49.5	None	6.25	None	560	No	Wood	Wood	Fab	W&F		4950	
*Levasseur		Tr.Bi.	Land.	Pa,Fr.	8-6	1-Gnome Rh	Jupiter	420	A-Rad.	1700	112			32.8	12.6	47.5	46.0			646		Wood	Wood		Wood		5940	
*Penhoet		Tr.Mo.	Fl.Bt.	Pa.	24-20	5-Gnome Rh	Jupiter	2100	A-Rad.	1700	112	56		88.8	19.7	131.3	None		None	2910	No	Wood	W&S	W&F	W&S	W&F	39700	4420
Potez	32	Tr.Mo.	Land.	Pa.	6-	1-		230	A-		112			33.3	13.1	47.6	None	8.2	None	377	No	Wood	Wood	Dur	Wood	Dur	3850	1100
*S.E.C.M.	Amiot 150	Tr.Mo.	Land.	Pa,Fr.	16-14	3-Hispano		1050	W-	1800	146			57.2	15.0	78.4	None		None	1076	No	Met	Met	Fab	Met		16040	
*Schreck	FBA 21	Tr.Bi.	Fl.Bt.	Comm	6-4	1-Lorraine	12EB	450	W-W	1850	115			34.6	13.8	50.5	47.2	6.2	6.2	575							6261	

GERMAN

Albatros	L72c	Tr.Bi.	Land.	Pa,Fr.	6-4	1-B.M.W.	IV	250	W-Ver.	1400	103	50	525	36-0	11-0	42.6	40.6	6.04	6.04	479		St-T	Al	Fab	St-T	Fab	4560	70.6
Albatros	L73	Tr.Bi.	Land.	Pa.	10-8	2-B.M.W.	IV	500	W-Ver.	1400	93.2	57	394	49.2	15.25	64.6	64.3	7.88	7.88	990		St-T	Al	Fab	St-T	Fab	10150	14.10
Albatros	L76	Tr.Bi.	Land.	Ma.	2-1	1-B.M.W.	VI	500	W-Vee.	1450	146	71.5	1130	27.7	10.85	41.8	27.5	4.88	3.41	298		Wood	Wood	LaWd	St-T	Fab	5360	495
Caspar	C 32	Tr.Bi.	Land.	Fr.	2-	1-B.M.W.	IV	230	W-Ver.		105	31		29.2	12.8	49.2	49.2			570					Wood	Fab	5060	1940
*Dornier	Do-B	Tr.Mo.	Land.	Pa.	12-10	1-B.M.W.	VI	450	W-Vee	1400	141	53		40.7	11.5	None	64.4	None	10.7	667	No	Al	Al	Al	Al	Al	7520	
*Dornier	Do-O	TP.Mo.	Fl.Bt.	Pa.	12-10	2-Napier	Lion	900	W-W		121	56		57.3	14.8	None	73.9	None	14.1	1043	No	Al	Al	Al	Al	Al	12050	
*Dornier	Do-R	TP.Mo.	Fl.Bt.	Pa.	25-23	2-Rolls R	Condor	1300	W-Vee	907	118	56		87.3	17.1	None	93.7	None	17.4	1539	No	Al	Al	Al	Al	Al	20800	
*Dornier	Do-F	TP.Mo.	Land.	Pa.	20-18	2-Rolls R	Condor	1300	W-Vee	907	109			66.2	20.2	None	93.7	None	17.4	1539	No	Al	Al	Al	Al	Al	18470	
Focke-Wulf	A 20	Tr.Mo.	Land.	Pa,Fr.	5-4	1-Mercedes	DIIa	120	W-Ver.	1450	93	46.5	495	33.5	9.85	52.5	None	8.5	None	344		LaWd	LaWd	Fab	W&S	Fab	3130	517
Focke-Wulf	A 17	Tr.Mo.	Land.	Pa,Fr.	11-9	1-Jupiter		450	A-Rad.	1600	112	49.6	590	42.6	10.5	65.6	None	12.1	None	674		LaWd	LaWd	LaWd	St-T	Fab	7950	1980
Heinkel	HE5d	Tr.Mo.	Seap.	Ma.	3-2	1-B.M.W.	VIa	460	W-Vee.	1500	140	56	850	38.7	13.8	55	None	10.3	None	526		Wood	Wood	Fab	St-T	Fab	6380	770
Heinkel	HD20	Tr.Bi.	Land.	Pho.	3-2	2-Wright		400	A-Rad.	1800	117	53	720	31.2	12.5	42	28.8	6.9	5.9	428	37.4	Wood	Wood	Fab	St-T	Fab	4300	369
Heinkel	HD27	Tr.Bi.	Land.	Ma.	1-0	1-Liberty		400	W-Vee.	1650	127	50	850	30.2	12.8	44.5	42.6	7.2	6.2	550	37.4	Wood	Wood	Fab	Wood	LaWd	5125	1150
Heinkel	HD20	Tr.Bi.	Land.	Comm.	2-1	1-B.M.W.	VI	600	W-Vee.	1500	112	47	460	39.2	13.8	57.8	50.0	8.5	7.2	810	48.5	Wood	Wood	Fab	St-T	Fab	8500	2200
Junkers	F13	Tr.Mo.	Land.	Pa.	6-5	1-Junkers	LV	310	W-Ver.		108	59	470	31.1	10.5	58.2	None		None	462	No	A-M	A-M	A-M	St-T	A-M	4400	
Junkers	F13	Tr.Mo.	Seap.	Pa.	6-5	1-Junkers	LV	310	W-Ver.		103	59	410	33.0	12.8	58.2	None		None	462	No	A-M	A-M	A-M	St-T	A-M	4620	
Junkers	K16	Tr.Mo.	Land.	Pa.	3-2	1-Siemens	SH5	75	A-Rad.		87	56	360	26.2	9.0	42.0	None		None	205	No	A-M	A-M	A-M	St-T	A-M	1760	
Junkers	G24	Tr.Mo.	Land.	Pa.	11-9	3-Junkers	LV	930	W-Ver.		113	64	505	51.5	15.6	98.0	None		None	1055	No	A-M	A-M	A-M	St-T	A-M	14300	
Junkers	G24	Tr.Mo.	Seap.	Pa.	11-9	3-Junkers	LV	930	W-Ver.		107	64	440	52.8	19.0	98.0	None		None	1055	No	A-M	A-M	A-M	St-T	A-M	14300	
Junkers	G31	Tr.Mo.	Land.	Fr,Pa.	18-15	3-Gnome Rh	Jupiter	1350	A-Ver.		124	70	545	54.1	19.7	98.5	None		None	1020	No	A-M	A-M	A-M	St-T	A-M	17600	
Junkers	W33	Tr.Mo.	Land.	Fr.	2-0	1-Junkers	LV	310	W-Ver.		120	59	650	34.4	11.5	58.3	None		None	462	No	A-M	A-M	A-M	St-T	A-M	4620	
Junkers	W33	Tr.Mo.	Seap.	Fr.	2-0	1-Junkers	LV	310	W-Ver.		113	59	545	35.8	12.8	58.3	None		None	462	No	A-M	A-M	A-M	St-T	A-M	4620	
*L.F.G.	V 130	Tr.Bi.	Land.	Pa.	6-4	1-Benz°		200°	W-Ver.		84	43		33.8	11.4	57.5	57.5			753		Wood	Box	Fab	Wood	Fab	4640	820
*L.F.G.	V 13	Tr.Bi.	Seap.	Pa.	6-4	1-Benz°		185°	W-Ver.		84			35.8	12.7	57.5	57.5			753		Wood	Box	Fab	Wood	Fab	4710	
*L.F.G.	V101	Tr.Mo.	Seap.	Pa.	6-4	1-Benz	IIIa	185	W-Ver.		106			32.4	11.5	51.2	None		None		No	A-M	A-M	A-M	A-M	A-M	4310	
*L.F.G.	V 59	Tr.Mo.	Seap.	Pa.	6-4	1-B.M.W.	IV	230	W-Ver.	1400	94	43		37.4	13.5	None	62.4	None	Taper	560	No	A-M	A-M	A-M	A&S	Al	4870	
Rohrbach	Rocco	Tr.Mo.	Fl.Bt.	Pa.	12-10	2-Rolls R	Condor	1300	W-Vee		136	71		63.3		85.2	None		None	1010	No	A-M	A-M	A-M	A-M	A-M	21100	
Rohrbach	Roland	Tr.Mo.	Land.	Fa.	12-10	3-B.M.W.	IV	720	W-	1400	122	62		52.5		85.2	None		None	947	No	A-M	A-M	A-M	A-M	A-M	16300	

SWEDEN

Aktiebolaget	F13	Tr.Mo.	Land.	Pa.	6-4	1-Junkers	L2	230	W-Ver.			56		31.5	10.2	60.1	None		None	476	No	A-M	A-M	A-M	A-M	A-M	4400	
Aktiebolaget	F13W	Tr.Mo.	Seap.	Pa.	6-4	1-Junkers	L2	230	W-Ver.			56		33.5	11.5	60.1	None		None	476	No	A-M	A-M	A-M	A-M	A-M	4400	
Aktiebolaget	G24	Tr.Mo.	Land.	Pa.	11-9	3-Junkers	L2	690	W-Ver.			56		50.0	13.5	94.7	None		None	1030	No	A-M	A-M	A-M	A-M	A-M	13200	
Aktiebolaget	G24W	Tr.Mo.	Seap.	Pa.	11-9	3-Junkers	LV	840	W-Ver.			59		51.2	15.6	98.0	None		None	1030	No	A-M	A-M	A-M	A-M	A-M	13530	
Aktiebolaget	G31	Tr.Mo.	Land.	Pa.	20-16	3-Junkers	LV	840	W-Ver.					45.1	14.4	99.5	None		None	1026	No	A-M	A-M	A-M	A-M	A-M	15400	
Aktiebolaget	W33	Tr.Mo.	Seap.	Ma.	3-0	1-Junkers	LV	280	W-Ver.			55		34.4	10.5	60.1	None		None	476	No	A-M	A-M	A-M	A-M	A-M	4620	
Aktiebolaget	W34	Tr.Mo.	Seap.	Ma.	3-0	1-Bristol Jupiter		425	A-Rad.			52		34.4	10.5	60.1	None		None	476	No	A-M	A-M	A-M	A-M	A-M	4620	
Aktiebolaget	A35	Tr.Mo.	Land.	Ma.	2-0	1-Junkers	LV	280	W-Ver.			62		26.9	10.0	52.3	None		None	320	No	A-M	A-M	A-M	A-M	A-M	3520	
Aktiebolaget	A35W	Tr.Mo.	Seap.	Ma.	2-0	1-Junkers	LV	280	W-Ver.			62		31.2	10 5	52.3	None		None	320	No	A-M	A-M	A-M	A-M	A-M	3520	

DUTCH

Fokker	FVII	Tr.Mo.	Land.	Pa.	10-8	1-Gnome Rh	Jupiter	465	A-Rad.	1800	115	56	345	47.5	12.8	63.4	None	12.5	None	630	No	Wood	Wood	W&F	St-T	Fab	7900	1980
Fokker	FVII3m	Tr.Mo.	Land.	Pa.	10-8	3-Wright	J5	700	A-Rad.	2000	123	62	575	47.5	12.8	63.4	None	12.5	None	630	No	Wood	Wood	W&F	St-T	Fab	9000	2200
Fokker	FVIII	Tr.Mo.	Land.	Pa.	17-15	2-Gnome Rh	Jupiter	930	A-Rad.	1800	122	62	640	56.5	14.4	84.6	None	14.7	None	892	No	Wood	Wood	W&F	St-T	Fab	12500	2860

MISCELLANEOUS

Vejenska	S20f	Tr.Bi.	Land.	Fr.	1-0	1-	Jupiter	720	A-Rad.	1850	166	74.5		23.6	10.55	33.1	30.5	4.1	3.28	220	39.4	W&F	W&F	Fab	St-T	Fab	2460	224
Caproni	73	TP.Bi.	Land.	Ma.	12-10	2-Asso		1000	W-	1850	122	49.6	720	49.5	18.4	59.0	82.0	10.6	12.1	1540	15.8	Wood	Wood	Fab	Wood	LaWd	12550	2860

ABBREVIATIONS:

*—1927 Specifications.
A—Air.
A—Ailerons.
Adv—Advertising.
a-l—Axle-less.
Al—Aluminum.
A-M—All metal construction.
Amph—Amphibian.
A&S—Aluminum and Steel.
Box—Box beam (wood).
Cab—Cabin.
Comm—Commercial.
Conv—Convertible.
Dust—Dusting.
E—Elevators.
Fab—Fabric.
FlBt—Flying boat.
Fr—Freight.
LaWd—Laminated wood
m—Maximum (tapered).
Ma—Mail.
Met—Metal.
M&W—Metal & Wood.
Opt—Optional.
Pa—Passenger.
Pho—Photographic.
Ply-Wd—Plywood
R—Rudder.
Rad—Radial.
Seap—Seaplane.
St-T—Steel tube.
Ta.Bi—Tandem biplane.
TP.Bi—Tractor and pusher biplane.
TP.Mo—Tractor and pusher monoplane.
Tr.Bi—Tractor Biplane.
Tr.Mo—Tractor monoplane.
Ver—Vertical.
W (cooling)—Water.
W (Cyls.)—Three banks.
W&F—Wood fabric covering.
W&S—Wood and Steel.

Military, Training and Sport Airplanes

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seat. Capacity	POWER PLANT: Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	PERFORMANCE: Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb (Mins.) to Service Ceiling (Ft.)	OVERALL: Length (Ft. In.)	Height (Ft. Ins.)	WING DIMENSION: Span: Upper (Ft. Ins.)	Span: Lower (Ft. Ins.)	Chord: Upper (Ft. Ins.)	Chord: Lower (Ft. Ins.)	Area (Sq. Ft.)	Stagger (Ins.)	MATERIALS: Wings: Ribs	Wings: Spars	Wings: Covering	Fuselage: Structure	Fuselage: Covering	WEIGHTS: Loaded (Lbs.)	Disposable Load (Lbs.)
AMERICAN																										
Alco L. M. 1918	Tr.Mo.	Land°	Sp	2	1-Anzani°	35	A-Rad	1350	75	30	27-10000	18¼		26	None	5	None	130		Wd	Wd	Fab	W&F	Fab		
Alco L. M. 1920	Tr.Bi	Land	Sp°	2	1-Gnome°	50	A-Rot	1400	80	30	30-12000	18		26	26	4⅝		185	6	Wd	Wd	Fab	Wd	LaWd°		
American Eagle	Tr.Bi	Land	Ad.Tr.°	3	1-	135°	W°-Vee	1400	99.6	30	45-12000	24½	8	30	30	5¼	5¼	300	12		Wd	Fab	St-T	Fab	4075	
Boeing PW9-C	Tr.Bi	Land	Fi.Sc	1	1-	435	W-Vee	2200				23-6⅞	8-9¾	32	22-5¾	6	5	241.2	8¹¹⁄₁₆	LaWd	Wd	Fab	St-T	Fab	3170.4	909
Boeing F2B-1	Tr.Bi	Land	Deck	1	1-	410	A-Rad	1900				22-11¼	9-1½	32	24-4	6	4-10½	242.6	25¾	LaWd	Wd	Fab	St-T	Fab	2804.6	816
Boeing F3B-1	Tr.Bi	Land°	Fi.Sc	1	1-	410	A-Rad	1900				24-9⅝	9-2⅝	33	26-6	6	4-8	275	41	LaWd	Wd	Fab	St-T	Fab	2898	762
Boeing 66	Tr.Bi	Land	Fi.Sc	1	1-	510	W-Vee	2100				22-10	8-5	30-1	24-4	6	5	242.6	24³⁄₁₆	LaWd	Wd	Fab	St-T	Fab	3051	780.1
*Chi. Av. Co. Medusa MB 8	Tr.Mo	Land	El.Tr	3	1-Curtiss OX 5	90	W-Vee	1400	115	35	-8000	18	6	35	None	5½	None	192	None	Wd	Wd	Fab	St-T	Fab	1800	800
*Cole Sport	Tr.Bi	Land	Sport	2	1-Curtiss OX 5	90	W-Vee	1450	120	45		21-0	7-7	27-0	27-0	4-0	4-0	216	20	Wd	LaWd	Fab	St-T	Fab	1650	600
*Consolidated PT 1	Tr.Bi	Land	El.Tr	2	1-Wright E°	180°	W-Vee	1700	95	50	46-13500	27-8	11-7	34-6	34-6	4-6	4-6	283	24	LaWd	Wd	Fab	St-T	Fab	2540	710
*Consolidated NY 1	Tr.Bi	Land	Train	2	1-Wright J 4	200	A-Rad	1800	104	50	50-12800	27-9	11-7	34-6	34-6	4-6	4-6	282	24	LaWd	Wd	Fab	St-T	Fab	2465	700
*Consolidated NY 1	Tr.Bi	Seap	El.Tr	2	1-Wright J 4	200	A-Rad	1800	100	52	37-8400	31-4	11-9	34-6	34-6	4-6	4-6	282	24	LaWd	Wd	Fab	St-T	Fab	2693	700
Courier No. 1	Tr.Bi	Land	Sport	2	1-Crawford No. 1	45	A-Rad	1650	90	30°	20-12000	19	7	20	19	4-3	4-3	160	9	Wd	Wd	Fab	Wd	LaWd	800	60
Curtiss Hawk P-1 B	Tr.Bi	Land	Fi.Sc	1	1-Curtiss D-12	435	W-Vee	2250	165	59	-20500	22-8	8-9	31-6	26-0	5-2.6	4-1.4	252	38½	Wd	Wd	Fab	St-T	Fab	2952	782
Curtiss Hawk F-6C-3	Tr.Bi	Seap	Fi.Sc	1	1-Curtiss D-12	435	W-Vee	2250	157	63	-18900	25-5	10-9	31-6	26-0	5-2.6	4-1.4	252	38½	Wd	Wd	Fab	St-T	Fab	3336	812
Curtiss Hawk F-6C-4	Tr.Bi	Land	Fi.Sc	1	1-Pr & Whit Wasp	435	A-Rad	1950	162	55	-23170	22-6	9-2	31-6	26	5-2.6	4-1.4	252	38½	Wd	Wd	Fab	St-T	Fab	2569	731
Curtiss Hawk	Tr.Bi	Land	Fi.Sc	1	1-Pr & Whit. Hornet	550	A-Rad	1900	171	59	-25160	22-4	9-2	31-6	26	5-2.6	4-1.4	252	38½	Wd	Wd	Fab	St-T	Fab	2870	805
Curtiss Hawk AT-4	Tr.Bi	Land	Ad.Tr	1	1-Wright E	204	W-Vee	1950	133	55	-16400	23-2	8-6	31-6	26	5-2.6	4-1.4	252	38½	Wd	Wd	Fab	St-T	Fab	2484	637
Curtiss Hawk AT-5	Tr.Bi	Land	Ad.Tr	1	1-Wright J-5	230	A-Rad	1980	130	55	-16000		8-6	31-6	26	5-2.6	4-1.4	252	38½	Wd	Wd	Fab	St-T	Fab	2481	
Curtiss Hawk XP-6	Tr.Bi	Land	FiSc	1	1-Curtiss V1550	730	W-Vee	2600	191	60	-25400	22-6	9-1	31-6	26	5-2.6	4-1.4	252	38½	Wd	Wd	Fab	St-T	Fab	3011	777
Curtiss Hawk XP-6-A	Tr.Bi	Land	Fi.Sc	1	1-Curtiss V1550	730	W-Vee	2600	210	71		22-6	9-2	31-6	26	5-2.6	4-1.4	254	36	Wd	Wd	LaWd	St-T	Fab	3204	
Curtiss Sea Hawk F7C1	Tr.Bi	Seap	Fi.Sc	1	1-Pr&Whit Wasp	447	A-Rad	3000	158	62	-21100	26-9	9-9	30-6		4-11	4-0	242		Wd	Wd	Fab	Al	Fab	3033	755
Curtiss Sea Hawk F7C1	Tr.Bi	Land	FiSc	1	1-Pr&Whit Wasp	447	A-Rad	2000	156	58	-22100	22-7	9-9	30-6		4-11	4-0	242		Wd	Wd	Fab	Al	Fab	2804	755
Curtiss Falcon 01-B	Tr.Bi	Land	Recon	2	1-Curtiss D-12	435	W-Vee	2200	147	61	-17100	27-4	10-3	38	35	5-10	4-6	353	43½	Wd	Wd	Fab	Al	Fab	4274	1682
Curtiss Falcon 0-11	Tr.Bi	Land	Recon	2	1-Liberty 12	425	W-Vee	1760	146	62	-16650	27-7	10-3	38	35	5-10	4-6	353	43½	Wd	Wd	Fab	Al	Fab	4474	1549
Curtiss Falcon A-3	Tr.Bi	Land	Gr.At	2	1-Curtiss D-12	435	W-Vee	2200	147	61	-17000	27-4	10-3	38	35	5-10	4-6	353	43½	Wd	Wd	Fab	Al	Fab	4294	1654
Curtiss Falcon XA-4	Tr.Bi	Land	Gr.At	2	1-Pr&Whit Wasp	425	A-Rad	1900	145	58	-18100	28	10-4	38	35	5-10	4-6	353	43½	Wd	Wd	Fab	Al	Fab	3937	1671
Curtiss Falcon XC-13	Tr.Bi	Land	Recon	2	1-Curtiss V1550	730	W-Vee	2600	169	60	-23700	27-11	10-3	38	35	5-10	4-6	353	43½	Wd	Wd	Fab	Al	Fab	4236	1593
Curtiss Falcon XO-13A	Tr.Bi	Land	Recon	2	1-Curtiss V1550	730	W-Vee	2600	177	63	-22500	27-11	10-3	38	35	5-10	4-6	353	43½	Wd	Wd	Fab	Al	Fab	4601	1516
Curtiss Condor XB-2	Tr.Bi	Land	Da-Bo	5	2-Curtiss GV1550	1200	W-Vee	2400	128	56	-16500	47-6	16-6	90-0	90-0	9-0	9-0	1500	0	Al	St-T	Fab	Al	Fab	16300	
Driggs Dart II	Tr.Bi	Land	Sp°	2	1-Anzani 3AZ	40	A-Rad	1800	85	35	-16000	19-6	6-2	28	22	3-8	2	140	0	Dur	Wd	Fab	St	Fab	810	370
Eaglerock OX-5 Long Wing	Tr.Bi	Land	Sp°	2	1-Curtiss OX-5	90	W-Vee	1400	97	30	-11000	24-11½	9-11	36	38	5	5	360	13⅝	Wd	Wd	Fab	St-T	F&M	2230	830
Eaglerock OX-5 Combination	Tr.Bi	Land	Sp°	2	1-Curtiss OX-5	90	W-Vee	1400	100.6	34	-10200	24-11½	9-11	36	32	5	5	330	13⅝	Wd	Wd	Fab	St-T	F&M	2230	850
Eaglerock Whirlwind	Tr.Bi	Land	Sp°	2	1-Wright J-5	200	A-Rad	1800	132	40	-17000	24-5	9-11	34	36-3	5	5	333	16⅝	Wd	Wd	Fab	St-T	F&M	3000	1312
Eberhart FG-1	Tr.Bi	Land°	Fi.Sc°	1	1-Pr&Whit Wasp	425	A-Rad	1950				22-5	19-4	32	27-3	5	3-8	242	39	LaWd	Wd	Fab	St-T	Fab		
Fokker XLB 2 Bomber	Tr.Mo	Land	NFB	5	2-Pr&Whit Wasp	820	A-Rad	1900				51-10	13-3	72-11	None		None			LaWd	LaWd	LaWd	St-T	Fab		
Heath Parasol	Tr.Mo	Land	Sp	1	1-	23	A-Ver	3000	70	32	25-5000	16-8	5-10	23	None	4-4	None	92		Wd	Wd	Fab	St-T	Fab	475	
Ireland Neptune	Pu.Bi	Amph		5	1-Wright J-5		A-Rot		99	46	-11000	30-6	11-6			5-6		350							3358	1358
Keystone Petrel K42	Tr.Bi	Land	††	3	1-Wright J-5	220	A-Rad	1800	112	44	40-15500	28-6	9-10	33	24-4	6	4-6	294	16.5	Wd	Wd	Fab	St-T	Fab	2600	1000
Keystone Pirate LB5	Tr.Bi	Land	Da.Bo	4	2-Liberty	840	W-Vee	1750	115	55	40-10000	45	15-10	67	67	7-10	7-10	1150	0	Wd	Wd	Fab	St-T	Fab	12068	5164
Keystone Pegasus LB-1	Tr.Bi	Land	DaBo	3	1-Packard 2500	800	W-Vee	1000	130	55	40-12000	46-2	15-4	67	67	7-10	7-10	1150	0	Wd	Wd	Fab	St-T	Fab	12000	5000
Leoning OA1B	Tr.Bi	Amph	Recon	3	1-Liberty	400	W-InVee	1700	120	58		35-2	12-11	45	45	6	6	501	12	Al	Wd	Fab	Wd	Al	5500	1850
Leoning OL6	Tr.Bi	Amph	Recon	4	1-Packard A-1500	450	W-Vee	1850	120	58		35-2	12-11	45	45	6	6	501	12	Al	Wd	Fab	Wd	Al	5550	1770
Leoning OL8	Tr.Bi	Amph	Recon	3	1-Pr&Whit Wasp	410	A-Rad	1900	120	56		35-2	12—11	45	45	6	6	501	12	Al	Wd	Fab	Wd	Al	5200	2050
*Lizette	Tr.Mo	Land	Sport	2	1-Anzani	35	A-Rad		91½	42				27-0	None		None	120	No	Wd	Box	Fab	Al	Al	2016	
Martin Navy T 3M-2	Tr.Bi	Seap°	Deck°	3	1-Packard 3A-2500	730	W-Vee	1800	106	61	35-7000	42-6⅛	15-10½	56-7	56-7	8-3	8-3	883	0	Wd	Wd	Fab	St-T	Fab	10205°	3704
Martin Navy T 4 M-1	Tr.Bi	Seap°	Deck°	3	1-Pr&Whit. Hornet	525	A-Rad	1900	118	58	-11500	37-8¼	14-3	53	53	6-7	6-7	656	0	Al	Al	Fab	Al	Fab	7702°	3471
Messer Al-1	Tr.Bi	Land	Sp°	3	1-Curtiss OX5	90	W-Vee	1400	110	32	23-14000	22-9	9	30-4	29-4	5	5	282	17	LaWd	Wd	Fab	St-T	Fab	2050	745
*Meyers Midget	Tr.Bi	Land	Sport	1	1-Bristol Cherub	32	A-Hor	2900	100	40		13-2	5-5	16-0	12-0	3-2½	2-3	70	14	Wd	Wd	Fab	LaWd	Fab	515	200
Meteorplane N-T-2	Tr.Bi	Land	Sport	1	1-Irwin 79	25	A-X	1900	85	30	75-10000	13-6	5-9	19-10	17	3	3	105	No	Wd	Wd	Fab	LaW	LaWd&F	440	
Meteorplane C-C-1	Tr.Bi	Land	Sport	1	1-Irwin 79	25	A-X	1850	80	26	65-10000	14	5-9	19-10	22	3	3	114	No	LaWd	LaWd	Fab	LaWd	LaWd&F	550	
Mohawk Pinto	Tr.Mo	Land			1-Detroit Air Cat	60	A-Rad		110	35		20-2	6-3		None	5-6		124			Wd		St-T			500
*Pacer Rocket	Tr.Mo	Land	El.Tr	2	1-Curtiss OX5	90	W-Vee	1400	111	40	-15000	20-4	7-7	30-0	None	4-2	None	126	None	LaWd	Wd	Fab	St-T	Fab	1220	500
*Pacer Mosquito	Tr.Bi	Land	Sport	1	1-Anzani 6C	45	A-Rad	1350	90	32		15-2	6-6	22-3	20-0	2-11½	2-11½	120	10½	LaWd	Wd	Fab	Wd	LaWd	600	237
*Pitcairn Sesqui	Tr.Se	Land	Race	3	1-Curtiss C6	178	W-Ver	2050	145	60	42-20000	22-6	8-2	32-0	24-8½	4-6	4-6	220	20	Wd	Wd	Fab	S-T	Fab	2218	730
*Pitcairn Sesqui	Tr.Se	Land	Sport	3	1-Curtiss OX5	120	W-Vee	2000	120	58	42-15000	22-10	8-2	32-0	24-8½	4-6	4-6	220	20	Wd	Wd	Fab	St-T	Fab	2092	722

U.S. Navy	PN-10	Tr.Bi.	Fl.Bt.	UP	5	2-Packard	1A-1500	1000	W-Vee	2100	114		-45004	9-2	16-8⅝	72-10	67-2¼	9-0	9-0	1217	0						10060	8934						
Vought	UO-1	Tr.Bi.	Land.	Recon.	2	1-Wright	J	200	A-Rad.	1900	140	53	-19000	24-6	9-3	34-4	34-4	4-8	4-8	290	11	Wd.	Wd.	Fab.	Wd.	Fab.	2800						
Vought	UO-1	Tr.Bi.	Seap.	Recon.	2	1-Wright	J	200	A-Rad.	1900	135	55	-16500	28-5	10-2	34-4	34-4	4-8	4-8	290	11	Wd.	Wd.	Fab.	Wd.	Fab.	2800						
Vought	FU-1	Tr.Bi.	Land.	Fi.Sc.	1	1-Wright	J	200	A-Rad.	1900	130	53	-28000	24-0	9-10	34-4	34-4	4-7	4-7	290	11	Wd.	M&W.	Fab.	Wd.	Fab.	2500						
Vought	Corsair	Tr.Bi.	Land.	Deck°	2	1-Pr&Whit	Wasp	425	A-Rad.	1950	155	49	32-22000	24-7	10-2	34-6	34-6	5-5	4-9	320	12	Wd.	M&W.	Fab.	St-T	Fab.	3475						
Vought	Corsair	Tr.Bi.	Seap.	Fi.Sc°	2	1-Pr&Whit	Wasp	425	A-Rad.	1950	149	52	32-21000	28-6	11-4	34-6	34-6	5-5	4-9	320	12	Wd.	M&W.	Fab.	St-T	Fab.	3500						
Wallace	Mohawk 180	Tr.Bi.	Land.	Sport	2	1-Hispano	8Ab	180	W-Vee	1700	123	42.3	16-16800	23-9	9-2	34-4	32-4	5-6	5-6	360	24	Al.	Wd.	Wd.	Fab.	A-M.	2380						
Wallace	Mohawk 90	Tr.Bi.	Land.	El.Tr	2	1-Curtiss	OX 5	90	W-Vee	1450	98	41	20-11000	23-9	9-2	31-4	32-4	5-6	5-6	340	24		Wd.	Fab.	A-M.	M&F	2280						
W-A-S-P	T-S	Tr.Mo.	Land.	Sport	2	1-Anzani		110	A-Rad.	1600	110	45	31-14000	23	7-5	38	None	6	None	199		Wd.	Wd.	Fab.	St-T	Fab.	2000						
W-A-S-P	T-SW	Tr.Mo.	Land.	Sport	5	1-Wright	J-5	225	A-Rad.	1800	138	48	30-18000	23	7-5	38	None	6	None	199		Wd.	Wd.	Fab.	St-T	Fab.	2550						

BRITISH

A.D.C.	Avro	Tr.Bi.	Land.	El.Tr	3	1-A.D.C.	Airdisco	140	A-Vee	1000	91.5		-11200	29	10-6	36	36	4-9¾	4-9¾	330	24	Wd.	Wd.	Fab.	Wd.	Fab.	2150						
A.D.C.	Martinsyde	Tr.Bi.	Land.	Fi.Sc.	1	1-Armstrong S.	Jaguar	420	A-Rad.	1780	160	52	-27000	25-2	9-6	32-9	31-2	6-0½	5-6¼	320	24	Wd.	Wd.	Fab.	Wd&St	W&F	2680						
A.D.C.	Martinsyde	Tr.Bi.	Land.	Fi.Sc.	1	1-A.D.C.	Nimbus	330	W-Ver.	1600	150	50	-23500	26-10	9-6	32-9	31-2	6-0½	5-6¼	320	24	Wd.	Wd.	Fab.	Wd&St	W&F	2665						
A.D.C.	DeH 9	Tr.Bi.	Land.	Recon°	3	1-A.D.C.	Nimbus	330	W-Ver.	1600	134	57	-19500	30-10	11-8	42-6	42-6	5-6	5-6	434	12	Wd.	Wd.	Fab.	Wd.	W&F	3654						
*A.N.E.C.	Missel Thrush	Tr.Bi.	Land.	Sport	2	1-Blackburn	Thrush	30	A-Rad		80			21-6	8-0	28-0	26-0	4-6	3-9	210	Yes	LaWd.	Box.	Fab.	Wd.	LaWd.	1050	570					
*Armstrong W	AW-14	Tr.Bi.	Land.	Fi.Sc.	1	1-Armstrong S.	Jaguar	385	A-Rad	1700	160	55	35-23000	21-4	9-8	29-6	24-8	5-0	4-9	243	11½	Steel	Steel	Fab.	St-T	Fab.	2500	830					
Avro	Gosport	Tr.Bi.	Land.	Train	2	1-Monosoupape	Y	100	A-Rot.		87½	35	45-13000	28-11	10-3	36	36	4-9¾	4-9¾	320	2†	Wd.	Wd.	Fab.	Wd.	Fab.	1676	569					
Avro	504-N	Tr.Bi.	Land.	Train	2	1-Lynx		180	A-Rad		95	40	45-16000	28-5½	10-10	36	36	4-9¾	4-9¾	320	24	Wd.	Wd.	Fab.	Wd.	Fab.	2270	610					
Avro	504-0	Tr.Bi.	Seap.	Train	2	1-Lynx		180	A-Rad		92	42	45-18500	31-7	11-10	36	36	4-9¾	4-9¾	320	24	Wd.	Wd.	Fab.	Wd.	Fab.	2666	610					
Avro	Bison	Tr.Bi.	Land.	Deck°	4	1-Lion		480	W-W		108	46	43-18000	36	14-2	46	46	8	8	620		W&M.	Wd.	Fab.	St-T	W&F	6132	2016					
Avro	Avenger I	Tr.Bi.	Land.	FiSc.	1	1-Lion		480	W-W		176	58	45-28800	25-6	10-3	32	28	7	5	320	32	W&M.	Wd.	Fab.	Wd&St	Fab.	3196	944					
Avro	Avian III	Tr.Bi.	Land.	Sport	2	1-Cirrus	II	80	A-Ver		105	40	45-16000	24	8-6	28	28	4-9	4-9	250	6	Wd.	Wd.	Fab.	Wd.	Wd.	1600	725					
Bristol	Lucifer School	Tr.Bi.	Land.	Train	2	1-Lucifer	IV	130	A-	1700	92	49	45-12000	24-10	9-3½	31-1	31-1	5-3	5-3	285	27½	Wd.	Wd.	Fab.	Wd.	Fab.	1840						
Bristol	F 2 B	Tr.Bi.	Land.	Ad.Tr.	2	1-Jupiter	VI	480	A-	1870	129	52	40-23000	25	10-1	39-3	39-3	5-6	5-6	405	18⅛	Wd.	Wd.	Fab.	Wd.	Fab.	3250	140					
Bristol	101	Tr.Bi.	Land.	Fi.Sc.	2	1-Jupiter	VI	480	A-	1870				27-4	9-6	33-7	33-7	6	6	360	36	Met.	Met.	Fab.	Wd.	Fab.	3500	396					
Bristol	Beaver	Tr.Bi.	Land.	Recon.	2	1-Jupiter	VI	480	A-	1870	131	55	40-19800	31-8	11-3	44-9	44-6	7-0	4-8	464	29	Met.	Met.	Fab.	Met.	Fab.	4400	720					
Bristol	F 2 B	Tr.Bi.	Land.	Recon.	2	1-Falcon	III	267	W-	1180	106	53	40-14000	25-9	10-1	39-3	39-3	5-6	5-6	405	18⅛	Wd.	Wd.	Fab.	Wd.	Fab.	3500	500					
Bristol	F 2 B	Tr.Bi.	Land.	Recon.	2	1-Falcon	III	267	W-	1180	106	53	40-14000	25-9	10-1	39-3	39-3	5-6	5-6	405	18⅛	Wd.	Wd.	Fab.	Wd.	W&F	860	380					
*Cranwell	CLA 4	Tr.Bi.	Land.	Train	2	1-Pobjoy		65	A-Rad					22-3½	6-7½	22-0	27-4	3-4	4-0	164	No	Wd.	Wd.	Fab.	Wd.	Fab.	2600						
Gloster	Trebell	Tr.Bi.	Land.	Fi.Sc.	1	1-Jaguar		410	A-Rad	1700	152	52		20-3	9-6	29	25	5-3	5	254	19.9	Wd.	Wd.	Fab.	Wd.	Fab.	2120						
Gloster	Grouse II	Tr.Bi.	Land.	Ad.Tr.	2	1-Lynx		180	A-Rad	1620	118	48	-17000	18-9	9-6	27-10	21-4	5-3	4-0	208	21	Wd.	Wd.	Fab.	Wd.	Fab.	3070						
Gloster	Game Cock II	Tr.Bi.	Land.	Fi.Sc.	1	1-Jupiter	VI	450	A-Rad	1700	156	52	-25500	20-6	10-0	30-2	26-2	5-3	5-2½	263	22½	Wd.	Wd.	Fab.	Wd.	Fab.	3178						
Gloster	Gorcock	Tr.Bi.	Land.	FiSc.	1	1-Lion		450	W-W	2350	166	62.5	-25750	21-5	9-11	28-6	25-0	5-3	4-9	250	21½	A-M.	A-M.	Fab.	St-T	Fab.	3178						
Gloster	Gaubet	Tr.Bi.	Land.	Deck.	1	1-Gnome	Jupiter	427	A-Rad	1870	152.8	49	-20900	20-5.7	10-10	31-10	25-11	6-6½	5-2½	284	26	Wd.	Wd.	Fab.	Wd.	Fab.	3080						
Gloster	III B	Tr.Bi.	Seap.	Race	1	1-Lion		700	W-W	2700		84		25-6.3	10-9.7	19-10.6	19-10.6	4-2.6	4-2.6	152	12	Wd.	Wd.	Fab.	LaWd.	LaWd.	2700						
*Halton	H.A.C.1	Tr.Bi.	Land.	Sport	2	1-Bristol	Cherub	32	A-Hor	2900	75	35				28-6	20-0	4-9	3-3	195		Wd.	Box.		Wd.	LaWd.	880						
*Handley-Page	Hyderabad	Tr.Bi.	Land.	NFB	4	2-Napier	Lion	940W	-W	1320	111	55	-14050	59-5		75-0	75-0	10-0½	10-0½	1500	No						13630	5650					
*Handley-Page		Tr.Mo.	Land.	Fi.Sc.	1	1-Armstrong	Jaguar	385	A-Rad	2900	178	55	-27000			None	Slot.	None	Slot.		No						2530	810					
Hawker	Cygnet	Tr.Bi.	Land.	Sport	2	1-Bristol	Cherub	36	A-H	3200	82	40	45-10000	20-3	6-5	28-0	23-0	4-3	2-6	165	1-2	Wd.	Wd.	Fab.	Wd.	Fab.	900	480					
Hawker	Woodcock	Tr.Bi.	Land.	FiSc	1	1-Bristol	Jupiter	435	A-Rot.	1750	138	51	41-21500	26-3	9-11	32-6	32-6	6-0	6-0	346	0-4	Wd.	Wd.	Fab.	Wd.	Fab.	3040	965					
Hawker	Horsley	Tr.Bi.	Land.	Da.Bo.	2	1-Rolls Royce	Condor	707	W-Vee	2100				38-3	13-8	56-9	49-10	8-6	5-2	692	2-1¾	Al.	A-M.	Fab.	St-T	Fab.	2780	2950					
Hawker	Heron	Tr.Bi.	Land.	Fi.Sc.	1	1-Bristol	Jupiter	465	A-Rot.	1870	150	54	39-25000	22-0	10-0	31-10	26-0	6-0	5-0	288	1-11	Al.	A-M.	Fab.	St-T	Fab.	2688	808					
*R.A.E.	Sirocco	Tr.Mo.	Land.	Sport	2	1-Bristol	Cherub	32	A-Hor	2900	75	55		21-0	5-0	None	33-0	None		150	No	Wd.	Box.	Fab.	Wd.	LaWd.	900	305					
*Short Mussel	S 7	Tr.Mo.	Seap.	Train	2	1-A.D.C.	Cirrus	65	A-Ver	1800	82	44		25-0		None	36-0	None	6-0	200	No	Al.	Al.	Al.	A-M.	A-M.	1400	493					
*Supermarine	Southampton	Tr.Bi.	Fl.Bt.	Recon.	5	2-Napier	Lion	900	W-W	1320	108	56	-14000	29-8	18-6	75-0	75-0			1426	No	Wd.	Box.	W&F	Wd.	Wd.	14300	5290					
Vickers	VixenVI	Tr.Bi.	Land.	Recon.	2	1-Rolls Royce	Condor	756	W-Vee	1100	164	51	38-25700	34-6	13-0	35-1	39-7	8-3	7-0	590	39	Wd.	Wd.	Fab.	A-M.	Fab.	5550	1757					
Vickers	Vespa	Tr.Bi.	Land.	Army	2	1-Bristol	Jupiter	470	A-Rad	1750	134	44	49-25000	31-3	10-3	50-0	44-0	7-6	5-6	561	43½	A-M.	A-M.	Fab.	A-M.	Fab.	3925	1487					
Vickers	Valiant	Tr.Bi.	Land.	Recon.	2	1-Bristol	Jupiter	470	A-Rad	1750	139	51	44-15000	34-0	13-0	45-7	40-0	8-3	7-0	593	29	A-M.	A-M.	Fab.	A-M.	Fab.	5550	2607					
Vickers	Scout	Tr.Bi.	Land.	Fi.Sc.	1	1-Hispano	T 52	400	W-Vee	1800	151	49	42-25000	28-6	9-4	34-0	34-0	5-9	5-9	378	34	A-M.	A-M.	Fab.	A-M.	Fab.	3300	1043					
Westland	Widgeon III	Tr.Mo.	Land.	Sport	2	1-A.D.C.	Cirrus Mk II	78	A-Ver	1800	105	42	45-14000	23-5¼	8	36-4½	None	6-0	None	200		W&F	Wd.	Fab.	Wd.	LaWd.	1600	748					
Westland	Widgeon III	Tr.Mo.	Land.	Sport	2	1-Armstrong S.	Genet	72	A-	1850	100	42	45-14000	23-4	8	36-4½	None	6	None	200		W&F	Wd.	Fab.	Wd.	LaWd.	1520	745					

FRENCH

Albert & Duhamel	Tec 1	Tr.Mo.	Convt.	Sp&Tr	1	1-		40	A-	2000	93	42	-9800	19.4	6.5	28.9	None		None	107½	No				Wd.	Wd.	Wd.	854	291					
Albert & Duhamel	Tec 2	Tr.Mo.	Convt.	Sp&Tr	2°	1-Various		100°	A or W.	1700	102°	42	Variee	26.3	9.0	36 8	None		None	183	No				Wd.	Wd.	Wd.	1544	662°					
*Bechereau	2 C 2	Tr.Mo.	Land.	FiSc.	2	1-Salmson	CM 18	500	-Rad	1650	130		-23452	32.8	9.8	27.9	None	7.3	None	377	No						5203	1768					
*Besson	MB 35	Tr.Mo.	Seap.	SuBm	2	1-Salmson	AC 9	120	A-Rad	1800	101	52	-13776	22.9	8.4	32.3	None		None	177	No	Wd.	Wd.		Wd.		1686	320					
*Bleriot Spad	61	Tr.Bi.	Land.	FiSc.	1	1-Lorraine	12EB	450	W-W	1850	176		-40820	23.6	10.5	38.5	35.0			398		M&W.	M&W.	Fab.	Wd.	Wd.	3354	826					
Breguet	19 B2	Tr.Bi.	Land.	Da.Bo.	2	1-Renault	12 Kg	550	W-Vee	1800	141		37-19750	31.4	11.0	48.8				537		Al.	Al.	Fab.	Al.		5175	2290					
Breguet	19 A2	Tr.Bi.	Land.	Recon.	2	1-Lorraine	12EW	450	W-W	1800	137		38-21000	31.4	11.0	48.8				537		Al.	Al.	Fab.	Al.		4400	1785					
Cams	46	Pu.Bi.	Fl Bo.	ToCa.	2	1-Hispano		150	W-W		98	42	-3300	29.9	9.78	39.5	39.5	5.9	5.25	398	19.7	Wd-LaWd.	Wd-LaWd.	Fab.	Wd.	LaWd.	5140	2750					

ABBREVIATIONS:

°—Others Also.
*—1927 Specifications.
†—Inverted.
††—All purpose.
‡—Seaplane.
§—Maximum.
a—Average.
A—Air.
Ad.Tr—Advanced Training.
Al—Aluminum.
Al.T—Aluminum Tubing
A-M—All-metal Construction.
Amp—Amphibian.
A&St—Aluminum and Steel.
b—At 1500 Ft.
Bomb—Bomber.
Box—Box Beam (Wood.)
c—At 6000 Ft.
Convt.—Convertible.
Da.Bo—Day Bomber.
Deck—Deck Flying.
Dur—Duralumin.
El.Tr—Elementary Training.
Fab—Fabric.
Fi.Sc—Fighting Scout.
Fl. Bt.—Flying Boat.
Gr-At—Ground attack.
Hor—Horizontal.
LaWd—Laminated Wood.
Military.
M&F—Metal and Fabric Covering.
M&W—Metal and Wood.
NFB—Night Flying Bomber.
Ni.Fi—Night Fighter.
Obs—Observation.
Pr&Whit—Pratt & Whitney.
Pu.Bi—Pusher Biplane.
Race—Racing.
Rad—Radial.
Recon—Reconnoisance.
Rot—Rotary.
Seap—Seaplane.
Sp&Tr—Sport and Training.
St.T—Steel Tube.
St&Wd—Steel and Wood.
Subm—Submarine
Taper—Tapered Wing.
To.Ca—Torpedo Carrier.
TP.Bi—Tractor and Pusher Biplane.
Train—Training.
Tr.Bi—Tractor Biplane.
Tr.Mo—Tractor Monoplane.
Tr.Se—Tractor Sesquiplane.
Ver—Vertical.
W—(Cooling) Water
W—(Cylinders)-Three Banks.

Military, Training and Sport Airplanes—Continued

PLANE MAKE AND MODEL	Class	Type	Designed For	Total Seat. Capacity	POWER PLANT: Number Used and Make	Total H.P.	Cooling and Type	Propeller R.P.M.	PERFORMANCE: Maxim. Speed (M.P.Hr. at Sea-level)	Landing Speed (M.P.Hr.)	Climb (Mins.) to Service Ceiling (Ft.)	OVERALL: Length (Ft. Ins.)	Height (Ft. Ins.)	WING DIMENSION: Span Upper (Ft. Ins.)	Span Lower (Ft. Ins.)	Chord Upper (Ft. Ins.)	Chord Lower (Ft. Ins.)	Area (Sq. Ft.)	Stagger (Ins.)	MATERIALS: Wings Ribs	Wings Spars	Wings Covering	Fuselage Structure	Fuselage Covering	WEIGHTS: Loaded (Lbs.)	Disposable Load (Lbs.)
FRENCH—Continued																										
*Caudron....59	Tr.Bi...	Land...	Train...	2	1-Hispano..... 8Ab	180	W-Vee..	1800	.....	....	.....	25.4	9.5	33.6	30.3	4.8	4.8	280	.....	Wd.....	Wd....	Fab....	Wd.....	.....	2193	661
*Caudron....104	Tr.Bi...	Land...	Obs....	2	1-Gnome RH. Jupiter	420	A-Rad..	1750	115	....	-20910	31.2	10 7	47.7	.....	7.2	4.8	473	.....	Wd.....	Wd....	Fab....	Wd.....	Fab....	4331	1296
Dyle & Bacalan....DB 10	Tr.Mo..	Land...	NFB....	4	2-Gnome RH. Jupiter	840	A-Rad..	1700	121	56	23-13100	44.7	15 4	82.1	None....	11.2	None....	1000	No.....	Al.....	Steel..	Fab....	Al. T....	Fab....	12350	5410
Farman....F 140	TP.Bi...	Land...	NFB....	5	4-Farman.....12 WE	2000	W-W....	1065	119	50	25-13200	65	21.4	105	98.7	13.2	13.2	2860	0	Wd.....	Wd....	Fab....	W&F....	.....	26400	10650
Farman....F63	Tr.Bi...	Land...	NFB....	4	2-Gnome RH. Jupiter	760	A-Rad..	1550	106	43.6	29-9900	48.6	.....	87.3	87.3	9.8	9.8	1660	.....	Wd.....	Wd....	Fab....	W&F....	.....	11850	5500
Farman....F 65	.....	Seap....	ToCa...	4	2-Gnome RH. Jupiter	760	A-Rad..	1550	100	47	5-3300	48.6	.....	87.3	87.3	9.8	9.8	1660	.....	Wd.....	Wd....	Fab....	W&F....	.....	12850	4740
Farman....Sport	Tr.Bi...	Land...	Sport...	2	1-Anzani.....	70	A-Rad..	1500	90.6	37.5	5-3300	19.7	6.58	24	.....	6.25	.....	215	.....	Wd.....	Wd....	Fab....	Wd.....	.....	990	506
*Levasseur....4 R 3 B	Tr.Bi...	Deck...	Obs....	3	1-Lorraine.... 12 EB	450	W-W....	1800	115	....	-18000	31.8	12.8	47.9	47.9	.....	.....	646	.....	Wd.....	Wd....	Wd.....	Wd.....	Wd.....	5291	1878
*Liore et Olivier....21	Tr.Bi...	Land...	NFB....	3	2-Gnome RH. Jupiter	840	A-Rad..	1750	119	....	.....	50.5	14.1	74.7	74.7	.....	.....	1146	.....	Al.....	Al.....	Al.....	Al.....	Al.....	12375	5420
*Loire-Gourd-Lesseure.32 C 1	Tr.Mo..	Land...	Pursuit..	1	1-Gnome RH. Jupiter	480	A-Rad..	2000	155	56	31-26200	24 8	9.7	40.0	None....	6.8	None....	269	No.....	.....	.....	.....	Al.T....	Fab....	3033	910
Morane-Saulnier....129	Tr.Mo..	Land...	AdTr...	2	1-Hispano.....8 Ab	180	W-Vee..	.....	124	....	9-6600	23.2	8.9	35.2	None....	6.6	None....	.....	.....	Dur....	Dur....	Fab....	Wd.....	Al&F....	2340	388
Morane-Saulnier....130	Tr.Mo..	Land...	AdTr...	2	1-Salmson.....	230	A-Rad..	.....	130	....	6-6600	22.9	9.2	35.2	None....	6.6	None....	.....	.....	Dur....	Dur....	Fab....	Wd.....	Al&F....	2620	374
Morane-Saulnier....137	Tr.Mo..	Land...	AdTr...	2	1-Salmson.....	120	A-Rad..	.....	100	....	12-6600	22.7	11.5	35.9	None....	6.25	None....	.....	.....	Wd.....	Wd....	Fab....	Wd.....	Al&F....	1815	374
Morane-Saulnier....140	Tr.Bi...	Land...	.....	2	1-Gnome.....RH	80	A-Rot....	.....	79	....	10-3300	24.4	10.3	36.5	36.5	5.75	.....	.....	.....	Dur....	Dur....	Fab....	Wd.....	Al&F....	1900	374
*Mureaux....3 C 2	Tr.Mo..	Land...	Fi.Sc...	2	1-Hispano.....12 Ha	500	W-Vee..	1800	152	63	-2800	27.7	10.2	49.2	None....	7.5	None....	350	No.....	Al.T....	.....	Fab....	Al.T....	Fab....	4400	1830
*Nieuport Delage....42 C 1	Tr.Se...	Land...	Fi.Sc...	1	1-Hispano.....12 Ha	500	W-Vee..	1800	165	....	-26000	24.6	9.8	39.0	18.0	.....	.....	336	No.....	Wd.....	Al.....	Fab....	Wd.....	Wd.....	3810	907
*Nieuport Delage....48 C 1	Tr.Mo..	Land...	Fi.Sc...	1	1-Hispano.....12 Jb	400	W-Vee..	2000	158	....	.....	21-	9 2	32 8	None....	.....	None....	209	No.....	.....	.....	.....	.....	.....	2720	524
Potez....V 111	Tr.Bi...	Land...	Sport...	2	1-.....	70-80	A-.....	.....	90	....	.....	18.8	8.2	26.3	22.5	4.6	4.6	215	.....	.....	.....	.....	.....	.....	1235	363
Potez....25	Tr.Bi...	Land...	Recon...	2	1-.....	450	A or W..	.....	140	....	.....	29.5	11.5	46	32.8	8.2	4.6	485	.....	.....	.....	.....	.....	.....	4310	1100
*S. E. C. M....Amiot 120 BN3	Tr.Bi...	Land...	Bomb...	3	1-Renault.....12 MA	600	W-Vee..	1600	129	45	50-18000	46.0	16.4	67.3	46.0	9.85	8.56	970	20	Al.....	A&St..	Fab....	Al.....	Fab....	9270	4190
Villiers....Vil. II	Tr.Bi...	Convt...	Fi.Sc...	2	1-Lorraine Dietrich...	450	W-W....	1850	125	53	46-19750	31.2	13 0	42.8	27.0	8.2	3.6	430	0	Wd.....	St-T....	Fab....	Wd.....	LaWd...	5330	945
Villiers....Vil. IV	Tr.Bi...	Seap....	Da.Bo...	2	1-Lorraine Dietrich...	450	W-W....	1850	132	56	40-14800	31.9	12.37	47.7	32.9	8.2	4.1	516	0	Wd.....	St-T....	Fab....	Wd.....	LaWd...	2400	990
Villiers....Vil. V	Tr.Bi...	Land...	Fi.Sc...	2	1-Lorraine Dietrich...	450	W-W....	1850	131	55	60-19750	28.8	10.85	39.5	29.6	8.2	4.1	425	0	Wd.....	St-T....	Fab....	Wd.....	LaWd...	2600	792
Villiers....Vil. VIII	Tr.Mo..	Convt...	Deck°...	1	1-Hispano.....	300	W-Vee..	1800	129	54	50-19750	27.3	9.14	38.6	None....	8.2	None....	299	0	Wd.....	St-T....	Fab....	Wd.....	LaWd...	2600	792
Villiers....Vil. XI	Tr.Bi...	Seap....	Da.Bo°..	2	1-Lorraine Dietrich...	450	W-W....	1850	130	56	40-14800	31.9	12 37	47.7	32.9	8.2	4.1	516	0	Wd.....	St-T....	Fab....	Wd.....	LaWd...	4400	990
Villiers....Vil. XXIV	Tr.Bi...	Land...	Fi.Sc...	2	1-Lorraine Dietrich...	450	W-W....	1850	131	44	60-19750	28.8	10.85	42.8	29.6	8.2	4.1	452	0	Wd.....	St-T....	Fab....	Wd.....	LaWd...	3850	1100
Wibault....10GR	Tr.Mo..	Land...	Recon...	2	1-Gnome RH Jupiter	420	A-.....	1750	140	57	38-22300	30.1	10.5	42.0	None....	7.95	None....	323	No.....	Dur....	Dur....	Dur....	Dur.....	Dur.....	4190	1390
Wibault....11 C 1	Tr.Mo..	Land...	Fi.Sc...	1	1-Hispano.....12 Hb	500	W-Vee..	2000	161	66 5	33-26600	29.5	10.2	36.1	None....	6.9	None....	237	No.....	Dur....	Dur....	Dur....	Dur.....	Dur.....	3690	686
Wibault....13 C 1	Tr.Mo..	Land...	Fi.Sc...	1	1-Hispano.....12 Hb	400	W-Vee..	2000	165	63½	28-26600	22.1	9.2	30.1	None....	6.2	None....	179	No.....	Dur....	Dur....	Dur....	Dur.....	Dur.....	2400	392
Wibault....17 C 1	Tr.Mo..	Land...	Fi.Sc...	1	1-Hispano.....12 Hd	500	W-Vee..	2000	180	67.2	27-29200	22.7	9.25	30.1	None....	6.2	None....	179	No.....	Dur....	Dur....	Dur....	Dur.....	Dur.....	2760	392
GERMAN																										
Albatros....L 68 c	Tr.Bi...	Land...	Sport...	2	1-Siemens H...SH 12	100	A-Rad..	1575	83.7	48	40-9025	21.4	8.85	33.1	33.1	4.06	4.1	270.1	.....	Wd.....	Wd....	W&F....	St-T....	Fab....	1925	626
*Arado....S-1	Tr.Bi...	Land...	Train...	2	1-Siemens H..°SH 12	100°	A-Rad..	1500	87	34	.....	24.1	8.7	37.8	27.9	5.26	3.94	285	.....	.....	.....	.....	.....	.....	2020	697
*Arado....SC-1	Tr.Bi...	Land...	Train...	2	1-B.N.W.....IV	230	W-Ver..	1400	112	53	.....	31.9	10.2	42.2	30.0	5.26	3.94	316	.....	.....	.....	.....	.....	.....	3320	1110
Daimler-Benz....L 20	Tr.Mo..	Land...	Sport...	1	1-Own.....	20	A-Hor...	1000	75	28	90-10500	23.9	5.8	42.7	None....	5.26	None....	215	No.....	Wd.....	Wd....	LaWd...	Wd.....	W&F....	990	405
Caspar....C23	Tr.Bi...	Land...	Train...	2	1-Mercedes.....	80	.....	.....	.....	39	.....	23-0	9.8	32.8	32.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caspar....C24	Tr.Bi...	Land...	Train...	2	1-Mercedes.....D1	120	.....	.....	43.5	.....	.....	23-0	9.8	32.8	32.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caspar....C26	Tr.Bi...	Land...	Train...	2	1-Bristol..... Lucifer	100	.....	.....	.....	.....	.....	23-0	9.8	32.8	32.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caspar....C 27	Tr.Bi...	Seap....	AdTr...	2	1-B.M.W.....IV a	.....	W-Ver...	.....	.....	40.5	-13000	30.9	13.75	49.2	49.2	.....	.....	516	.....	.....	.....	.....	St-T....	Fab....	3960	.....
BFW....U 12 a	Tr.Bi...	Land...	AdTr°...	2	1-Siemens H...SH 11	84	A-Rad..	1500	84.5	46.6	70-10800	24.6	9.18	32.8	32.8	4.33	4.33	259	13.75	LaWd..	LaWd..	Fab....	Wood...	LaWd...	1760	595
BFW....U 12 b	Tr.Bi...	Land...	AdTr°...	2	1-Siemens H...SH 12	108	A-Rad..	1500	90.0	46.6	70-13100	24.3	9.18	32.8	32.8	4.33	4.33	259	13.75	LaWd..	LaWd..	Fab....	Wood...	LaWd...	1760	540
BFW....U 12 c	Tr.Bi...	Land...	AdTr°...	2	1-Siemens H...SH 11	84	A-Rad..	1500	84.5	71.5	70-10800	24.6	8.53	32.8	32.8	4.33	4.33	259	13.75	LaWd..	LaWd..	Fab....	St-T....	Fab....	1760	583
BFW....U 12 d	Tr.Bi...	Land...	AdTr°...	2	1-Siemens H...SH 12	108	A-Rad..	1500	90.0	46.6	70-13100	24.3	8.53	32.8	32.8	4.33	4.33	259	13.75	LaWd..	LaW4..	Fab....	St-T....	Fab....	1760	528
Heinkel....HE 6	Tr.Mo..	Seap....	Sport...	3	1-Packard.. 3A-2500	800	W-Vee..	1050	127	56	60-7700	43.2	14.7	60.4	None....	12.1	None....	655	.....	Wood...	LaWd°.	Fab....	St-T....	Fab....	13200	7050
Heinkel....HD 22	Tr.Bi...	Land...	AdTr...	2	1-B.M.W.....IV	250	W-Ver..	1400	117	51	55-18000	27.6	11.5	39	34.2	5.75	4.9	375	33.2	Wood...	LaWd°.	Fab....	St-T....	Fab....	3520	1210
Heinkel....HD 24	Tr.Bi...	Seap....	AdTr...	2	1-B.M.W.....IV	250	W-Ver..	1400	106	48	65-16400	31.8	13.8	46.6	46.6	6.06	6.06	540	33.5	Wood...	LaWd°.	Fab....	St-T....	Fab....	4620	1320
Junkers....A 20	Tr.Mo..	Land...	Sport...	2	1-Own.....L II	260	W-Ver..	.....	107	61	-13100	27.2	9.67	50.4	None....	.....	None....	301	.....	A-M....	A-M....	A-M....	St-T....	A-M....	3300	1190
Junkers....A 20	Tr.Mo..	Seap....	Sport...	2	1-Own.....L II	260	W-Ver..	.....	100	61	-11500	30.3	10.55	50.4	None....	.....	None....	301	.....	A-M....	A-M....	A-M....	St-T....	A-M....	3520	1100
Junkers....A 35	Tr.Mo..	Land...	Sport°..	2	1-Own.....L V	310	W-Ver..	.....	126	62	-19700	26.9	11.5	52.3	None....	.....	None....	320	.....	A-M....	A-M....	A-M....	St-T....	A-M....	3520	1080
Junkers....A 35	Tr.Mo..	Seap....	Sport°..	2	1-Own.....L V	310	W-Ver..	.....	121	63	-18000	30.1	11.5	52.3	None....	.....	None....	320	.....	A-M....	A-M....	A-M....	St-T....	A-M....	3740	924
*L.F.G....V 40	Tr.Mo..	Land...	Sport...	2	1-Siemens H.....	75	A-Rad..	1500	74	42	-11500	23.5	7.7	37.5	None....	Taper..	None....	194	No.....	Al.....	Al.....	.....	A&St....	.....	1855	675
*L.F.G....V 52	Tr.Mo..	Land...	Sport...	2	1-Siemens H.....	75	A-Rad..	1500	90	37	-9850	23.0	6.6	32.8	None....	.....	None....	156	No.....	LaWd..	Box....	Fab....	Wood...	Wood...	1215	453
*L.F.G....V 58	Tr.Bi...	Land...	El.Tr...	2	1-Siemens H.....	75	A-Rad..	1500	81	37	.....	22.0	8.9	32.8	.....	.....	.....	258	Yes....	LaWd..	Box....	Fab....	Wood...	Wood...	1660	487
*L.F.G....V 60	Tr.Bi...	Seap....	El.Tr...	2	1-B.M.W.....IV	220	W-Ver..	1400	95	43	.....	34.8	12.5	49.3	49.3	.....	.....	560	Yes....	LaWd..	Box....	Fab....	Wood...	LaWd...	3980	995
*Udet....Flamingo	Tr.Bi...	Land...	Train...	2	1-Siemens H...SH 11	82	A-Rad..	1500	87	47	60-10800	24.6	9.2	32.8	32.8	4.34	4.34	258	14	Wood...	Wood..	Fab....	Wood...	LaWd...	1765	652

DUTCH																												
Fokker	CVD	Tr.Bi.	Land.	Fi.Sc.	2	1-Armstrong S.	440	A-Rad.	1850	137	58	40-22000	31.2	10.8	41.0	28.2	5.9	4.9	310	34.6	Wd.	Wd.	W&F.	St-T.	Fab.	4000	1320
Fokker	CVD	Tr.Bi.	Land.	Fi.Sc.	2	1-Hispano	645	W-Vee.	2200	155	60	36-21200	31.2	10.8	41	28.2	5.9	4.9	310	34.6	Wd.	Wd.	W&F.	St-T.	Fab.	4340	1320
Fokker	CVE	Tr.Bi.	Land.	Recon.	2	1-Gnome RH. Jupiter	610	A-Rad.	2180	144	55	42-19350	31.2	11.1	50.1	33.4	7 2	4.9	422	37.4	Wd.	Wd.	W&F.	St-T.	Fab.	5000	2200
Fokker	CVE	Tr.Bi.	Land.	Recon.	2	1-Napier Lion	500	W-W.	2200	141	57	40-17500	31.2	11.1	50 1	33.4	7.2	4.9	422	37.4	Wd.	Wd.	W&F.	St-T.	Fab.	5400	2200
Fokker	TIV	Tr.Mo.	Seap.	ToCa.	4	2-Lorraine Dietrich	980	W-W.	1950	130	59	45-12100	57.7	19.7	84.6	None.	14.7	None.	1030		Wd.	Wd.	W&F.	St-T.	Fab.	14400	5270
ITALIAN																												
Carponi	70	Tr.Bi.	Land.	Fi.Sc.	2	1-	380	A-	1575	127	49.6	30-16400	31.3	12.4	49.2	28.9	8.2	8.2	592		Wd	Wd.	Fab.	Wd.	LaWd.	4466	1760
Carponi	73	TP.Bi.	Land.	NFB.	4	2-Lorraine Dietrich	800	W-	1800	109	44.1	50-13100	49.5	18.4	59.0	82.0	10.6	12.1	1540	15.8	Wd.	Wd.	Fab.	Wd	LaWd.	11000	3960
Carponi	73Ter	TP.Bi.	Land.	NFB.	4	2-Asso FF	1000	W-	1850	122	49.6	55-16400	49.5	18.4	59	82	10.6	12.1	1540	15.8	Wd.	Wd.	Fab.	Wd.	LaWd.	12550	5060
Carponi	80	TP.Bi.	Land.	NFB.	4	2-	800	A-	1650	112	44.1	45-14750	49.5	18.4	59.0	82.0	10.6	12.1	1540	15.8	Wd.	Wd.	Fab.	Wd.	LaWd.	10550	4180
Carponi	79	TP.Bi.	Land.	NFB.	4	4-Asso	2000	W-	1800	130	49.6	45-16400	53.8	22.0	78.6	108.2	13.1	12.1			Wd.		Fab.	Wd.	LaWd.	24000	9900
Fiat	C.R. 20	Tr.Bi.	Land.	Fi.Sc.	1	1-Fiat A 20	415	W-Vee.	2200	169	56	15-16400	22.0	8 92	32.2	22.4	5.33	5.33	278		Al.	St-T.	Fab.	Al&St.	Fab.	3010	880
Fiat	R22	Tr.Bi.	Land.	Recon.	2	1-Fiat A 22	550	W-Vee.	2000	169	52.7	26-16400	30.1	11.5	46.6	34.1	7.05	7.05	545		Al.	St-T.	Fab.	Al&St.	Fab.	5500	1980
CZECHO-SLOVAKIAN																												
Aero	A 30	Tr.Bi.	Land.	Recon.	2	1-Lorraine Dietrich	450	W-W.	1800			-21300	31.3	11.8	47.5	37.7	8.2	5.65	393		Wd.	Wd.	Fab.	St-T.	Fab.	5140	985
Aero	A 29	Tr.Bi.	Seap.	AdTr.	2	1-Perum	240	W-Ver.	1400	122		-17700	27.4	10.1	41.9	36.1	6.2	4.92	393		Wd.	Wd.	Fab.	St-T.	Fab.	3690	
Aero	A 11 HS	Tr.Bi.	Land.	DaBo.	2	1-Hispano	300	W-Vee.	1800	136		-21300	26.6	10.1	41.9	35.4	6.2	4.62	389		Wd.	Wd.	Fab.	St-T.	Fab.	3575	
Aero	A 11 JUP	Tr.Bi.	Land.	Fi.Sc.	2	1-	420	A-Rad.	1750	155			27.4	10.1	41.9	35.4	6.2	4.92	394		Wd.	Wd.	Fab.	St-T.	Fab.		
*Avia	B H 11	Tr.Mo.	Land.	Train.		1-Walter	60	A-Rad.	1400	99	40	-13120	21.9	8.3	33.5	None.		None.	153							1279	503
*Avia	B H 26	Tr.Bi.	Land.	Fi.Sc.	2	1-	420	A-Rad.	1575	149	56	-24600	28.7	9.9	33.5	35.4	5.2	5.2	337							3748	1411
Vojenska	S 16 L	Tr.Bi.	Land.	Recon.	2	1-Hispano	450	W-Vee.	1850	152	69	23-21300	33.8	12.7	50.1	50.1	5.25	5.25	500	0	A-M.	A-M.	Fab.	St-T.	Fab.	5480	2310
Vojenska	S 16 W	Tr.Bi.	Land.	Recon.	2	1-Lorraine Dietrich	450	W-Vee.	1850	143	67	27-21300	33.6	12.7	50.1	50.1	5.25	5.25	500	0	A-M.	A-M.	Fab.	St-T.	Fab.	5340	2280
Vojenska	S 18 A	Tr.Bi.	Land.	AdTr.	2	1-Walter	85	A-Rad.	1400	89.5	43.5	-9850	22.9	8.65	32.8	32.8	3.28	3.28	195		W & F.	W&F.	Fab.	Wd.	Wd.	1520	495
SWEDEN																												
Aktiebolaget	K 30 L	Tr.Mo.	Land.	DaBo.	5	3-Junkers L 5	840	W-Ver.			56	-14750	50.0	13.9	94.7	None.		None.	1030		A-M.	A-M.	A-M.	A-M.	A-M.	13200	4930
Aktiebolaget	K 30 W	Tr.Mo.	Seap.	DaBo.	5	3-Junkers L 5	840	W-Ver.			59	-13800	51.5	16.1	94.7	None.		None.	1030		A-M.	A-M.	A-M.	A-M.	A-M.	13530	3630

ABBREVIATIONS:

°—Others Also.
*—1927 Specifications.
†—Inverted.
††—All purpose.
‡—Seaplane.
§—Maximum.
a—Average.
A—Air.
Ad.Tr—Advanced Training.
Al—Aluminum.
ALT—Aluminum Tubing
A-M—All-metal Construction.
Amp—Amphibian.
A&St—Aluminum and Steel.
b—At 15000 Ft.
Bomb—Bomber.
Box—Box Beam (Wood.)
c—At 6000 Ft.
Convt.—Convertible.
Da.Bo—Day Bomber.
Deck—Deck Flying.
Dur—Duralumin.
El.Tr—Elementary Training.
Fab—Fabric.
Fi.Sc—Fighting Scout.
Fl. Bt.—Flying Boat.
Gr-At—Ground attack.
Hor—Horizontal.
LaWd—Laminated Wood.
Milit—Military.
M&F—Metal and Fabric Covering.
M&W—Metal and Wood.
NFB—Night Flying Bomber.
Ni.Fi—Night Fighter.
Obs—Observation.
Pr&Whit—Pratt & Whitney.
Pu.Bi—Pusher Biplane.
Race—Racing.
Rad—Radial.
Recon—Reconnaisance.
Rot—Rotary.
Seap—Seaplane.
Sp&Tr—Sport and Training.
St-T—Steel Tube.
St&Wd—Steel and Wood.
Subm—Submarine.
Taper—Tapered Wing.
To.Ca—Torpedo Carrier.
TP.Bi—Tractor and Pusher Biplane.
Train—Training.
Tr.Bi—Tractor Biplane.
Tr.Mo—Tractor Monoplane.
Tr.Se—Tractor Sesquiplane.
Ver—Vertical.
W—(Cooling) Water
W—(Cylinders)-Three Banks.
W&F—Wood and Fabric Covering.

Foreign Highway Mileage—1927

Figures Furnished by Bureau of Foreign and Domestic Commerce

Country	Total Mileage	Improved Mileage	Unimproved Mileage
Barbados	120	.....	.....
Belgium	18,808	6,328	12,480
Bolivia	6,980	25	6,955
Brazil	33,310	4,110	29,200
Chile	24,900	2,200	22,700
Danzig	504	485	19
Denmark	32,700	3,970	28,730
France	436,400	24,750	411,650
Hungary	38,000	10,450	27,550
North Ireland	12,971	1,300	11,671
Madeira Is.	487	.....	.....
Netherlands W. I.	173	.....	.....
Newfoundland	375	.....	.....
Nicaragua	1,100	.....	.....
Palestine	1,239	396	843
Peru	12,500	600	11,900
Porto Rico	2,190	1,270	920
Rumania	55,000	32,400	22,600
Tunisia	3,215	1,670	1,545
Turkey	30,319	8,500	21,819

Airplane Engines

ENGINE MAKE AND MODEL	Type	Cooled by	No. of Cyls. Bore and Stroke (Ins.)	Piston Displacement	Compression Ratio	B. M. E. P.	Rated B.H.P. and R.P.M.	Maximum B.H.P. at R.P.M.	Crankshaft Normal R.P.M.	Propeller Normal R.P.M.	Fuel Consumption Lbs. B.H.P. Hr.	Oil Consumption Lbs. B.H.P. Hr.	Fuel Consumption Gals. Hr. (Approx.)	Weight, Dry (Lbs.)	Weight H.P. (Lbs.)	Carburetors Number and Make	IGNITION Make	IGNITION Type	IGNITION Number	STARTER Make	STARTER Type	INSTALLATION DIMENSIONS (Ins.) Length	Height †	Width †	Height Above Engine Bearers Above Engine Bed	Center to Center of Engine Bearers
AMERICAN																										
Allison	V-1410	In V 45.	Air..	12-4⅝x7	1410	5.3	128	430-1900	450-2000	1900	1900	.55	.03	39	1000	2.33	1-Strom.	D-R...	B..	2	Ecl...	EM..	78½	46¾	34½	14¾	17
Allison	VG-1410	In V 45.	Air..	12-4⅝x7	1410	5.3	128	430-1900	450-2000	1900	1140	.55	.03	39	1125	2.62	1-Strom.	D-R...	B..	2	Ecl...	EM..	85½	46¾	34½	14¾	17
Allison	V-1650	In V 45.	Wat	12-5x7	1650	5.4	122	430-1700	450-1800	1700	1700	.5	.02	36	885	2.05	2-Strom.	D-R...	B..	2	Ecl...	EM..	74¼	43 1/16	26½	12	17
Curtis	D-12	Vee 60.	Wat	12-4½x6	1145	5.3	135	425-2300	460-2500	2300	2300	.50	.01	37.5	680	1.51	2-Strom.	Scin...	M..	2	.....	Opt..	56¾	34¾	28¼	21½	15¾
Curtis	D-12	Vee 60.	Wat	12-4½x6	1145	6.0	144	430-2100	490-2500	2300	2300	.50	.01	39.5	680	1.43	2-Strom.	Scin...	M..	2	.....	Opt..	56¾	34¾	28¼	21½	15¾
Curtis	C-6-A	Vert...	Wat	6-4½x6	573	5.2	133	160-1750	175-1900	1750	1750	.50	.01	13¾	420	2.55	1-Zenith.	Split...	M..	2	.....	Opt..	57 1/16	40⅜	23 3/8	24 1/16	15¾
Curtis	OX-5	Vee 90.	Wat	8-4x5	503	4.9	112	90-1400	115-1700	1400	1400	.50	.02	8.35	390	3.90	1-Zenith.	Berl...	M..	1	.....	PS...	55⅜	35¼	30	17⅞	12 7/8
Curtiss	V-1550	Vee 60.	Wat	12-5½x6¼	1569	5.8	130	600-2400	635-2500	2400	2500	.50	.01	53.0	720	1.13	2-Strom.	Split...	M..	2	.....	Opt..	64 1/32	35⅜	26	22 1/16	15¾
Curtiss	GV-1550	Vee 60.	Wat	12-5½x6¼	1569	5.8	128	600-2400	625-2500	2400	1200	.50	.01	52.0	840	1.34	2-Strom.	Split...	M..	2	.....	Opt..	70¾	35¾	26	22 1/16	15¾
Curtiss	H-1640	Radial	Air..	12-5½x5½	1640	5.4	130	600-2200	.....	2200	2200	.55	.02	55.0	890	1.48	1-Strom.	Split...	M..	1	.....	EM..	31 3/32	45	....	Radial..	Radial..
Detroit Air..	Air-Cat	Radial.	Air..	5-4⅛x3¾	250	5.4	105	60-1800	80-2400	1800	1800	.52	.03	5	200	3.3	1-Zenith.	Scin...	M..	2	Ecl...	EM..	.....	32	7¾	Radial..	Radial..
Fairch. Camin..	447-C	Radial.	Air..	4-5⅝x4½	447	5.0	115	135-1000	145-1100	1000	1000	.53	.03	12	350	2.5	1-Strom.	Scin...	M..	2	Ecl...	HC..	41	36	36	Radial..	Radial..
Irwin	79	Radial.	Air..	4-2⅞x2¾	79	5.0	...	20-1700	25-2250	1850	1850	.....	.....	2	60	3	1-Winfd	Bos...	M..	1	.....	PS...	11	23	23	11½	9⅞
Johnson	L	Vee....	Wat	12-5x7	1650	5.4	122	500-1800	.....	1800	....	.49	.04	....	890	....	2-Zenith.	D-R...	B..	1	.....	PS...	.....	.....	.....	.....	.....
Johnson	Senior	Vert...	Wat	6-5¼x6½	844	5.2	127	225-1800	.....	....	....	.48	.04	....	569	....	2-Strom.	D-R...	B..	.....	.....	PS...	.....	.....	.....	.....	.....
Johnson	Junior	Vert...	Wat	6-4¼x6½	588	5.2	122	150-..	.....	....	....	.49	.04	....	390	....	2-Strom.	D-R...	.....	.....	.....	PS...	.....	.....	.....	.....	.....
Packard	3A-1500	Vee....	Wat	12-5⅜x5½	1498	5.5	140	600-2500	650-2700	2100	2100	.52	.01	52	760	1.26	2-Strom.	Scin...	M..	2	A-M..	HC..	65 1/16	38 1/16	26⅞	22⅝	15¾
Packard	3A-1500	Vee....	Wat	12-5⅜x5½	1498	5.5	140	600-2500	650-2700	2500	1250	.52	.02	52	880	1.46	2-Strom.	D-R...	B..	2	A-M..	HC..	69 1/16	38 1/16	26⅞	23 1/16	15¾
Packard	3A-1500	In V....	Wat	12-5⅜x5½	1498	5.5	140	600-2500	650-2700	2500	2500	.52	.02	52	780	1.30	2-Strom.	Scin...	M..	2	A-M..	HC..	62 1/16	38⅝	26⅞	6 1/16	16¼
Packard	3A-2500	Vee....	Wat	12-6⅜x6½	2490	5.7	135	800-2000	835-2100	2000	2000	.52	.01	70	1160	1.45	2-Strom.	Scin...	M..	2	A-M..	HC..	69¾	36 1/16	29¼	27 1/16	18¼
Packard	3A-2500	Vee....	Wat	12-6⅜x6½	2490	5.7	135	800-2000	835-2100	2000	1000	.52	.01	70	1380	1.72	2-Strom.	D-R...	B..	2	A-M..	HC..	76 1/32	36 1/16	29¼	27 1/16	18¼
Packard	1A-2775	X.....	Wat	24-5⅜x5	2775	7.0	150	1200.2600	1300.2700	2500	2500	.52	.03	110	1500	1.15	4-Strom.	Scin...	B..	4	.....	EM..	78 1/16	45 1/16	28½	22 1/16	14¼
Pratt & Whit....	Wasp.	Radial.	Air..	9-5¾x5¾	1344	....	132	425-1900	.....	1900	1900	.55	.03	....	640	1.50	1-Strom.	Scin...	M..	2	Ecl...	In.....	.....	.....	....	Radial..	Radial..
Wright	J-5	Radial.	Air..	9-4½x5½	788	5.2	123	200-1800	220-1800	1800	1800	.53	.03	20	500	2.27	1-Strom.	Scin...	M..	2	Opt...	Opt..	18 3/32	45	....	Radial..	Radial..
Wright	R-1750	Radial.	Air..	9-6x6 7/8	1753	5.1	128	525-1900	540-1900	1900	1900	.53	.03	49	786	1.45	1-Strom.	Scin...	M..	2	Opt...	Opt..	19 5/16	45	31 1/16	....	Radial..	Radial..
BRITISH																										
ABC Scorpion..	MK II	Horiz..	Air..	2-4.01x3 6	91.5	6.0	135	34-2300	39-2600	2300	2300	.52	.04	2	111	3.25	1-Zenith.	B.T.H.	M..	1	BTH..	Imp..	32	26	20	.....	.....
A.D.C. Airdisco	.....	Vee....	Air..	8-4.13x5.12	549.5	4.6	109	120-1800	140-2000	1800	900	.61	.05	9.6	445	3.71	2-Zenith.	B.T.H.	M..	1	.....	Var..	46	31	31	18.1	17¾
A.D.C. Cirrus..	MK I	Vert...	Air..	4-4.13x5.12	274.7	4.6	103	60-1800	65-2000	1800	1800	.56	.02	4.6	285	4.75	1-Zenith.	B.T.H.	M..	2	.....	Var..	46	36½	21¼	22⅝	21½
A.D.C. Cirrus..	MK 2	Vert...	Air..	4-4.3x5.12	301.5	4.9	112	75-1800	84-2000	1800	1800	.56	.021	5.6	275	3.67	1-Clau..	B.T.H.	M..	2	.....	Var..	46	35½	19¾	21½	21¼
A.D.C. Nimbus	.....	Vert...	Wat	6-5.98x7.48	1261	5.5	132	300-1450	335-1600	1450	1450	.47	.018	19	675	2.25	2-Zenith.	Siem...	M..	2	.....	HM..	69½	43¾	20½	30	.....
Armstrong S. Genet.	E	Radial.	Air..	5-4x4	251	5.2	116	65-1850	75-2035	1850	1850	.46	.20	....	200	3.0	-Clau..	Watf...	M..	2	.....	HM°	15¾	33¼	....	Radial..	Radial..
Armst'g S. Mongoose.	2	Radial.	Air..	5-5x5½	540	5.0	120	135-1700	153-1870	1700	1700	.46	.20	....	360	2.65	-Zenith.	Watf...	M..	2	.....	HM°	20	45½	....	Radial..	Radial..
Armstrong S. Lynx	IV	Radial.	Air..	7-5x5½	756	5.0	118	180-1620	200-1780	1620	1620	.46	.20	....	495	2.75	-Zenith.	B.T.H.	M..	2	.....	Gas°	20½	45½	....	Radial..	Radial..
Armstrong S. Jaguar	IV.	Radial.	Air..	14-5x5½	1512	5.0	123	385-1700	440-1870	1700	1700	.46	.20	....	780	2.0	-Own...	B.T.H.	M..	2	.....	Gas°	25½	45½	....	Radial..	Radial..
Armst'g S. Jaguar	IVS.	Radial.	Air..	14-5x5½	1512	5.0	123	385-1700	440-1870	1700	1700	.46	.20	....	810	2.1	-Clau..	B.T.H.	M..	2	.....	Gas°	25½	45½	....	Radial..	Radial..
Bristol Lucifer....	IVA	Radial.	Air..	3-5¾x6¼	487	5.3	122	120-1700	140-1870	1700	1700	.5	.03	6½	330	2.3	1-Clau..	B.T.H.	M..	2	Own..	HC..	19	48	....	Radial..	Radial..
Bristol Jupiter....	VI	Radial.	Air..	9-5¾x7½	1753	6.3	126	415-1700	520-1870	1700	1700	.49	.03	22	730	1.4	1-Trip..	B.T.H.	M..	2	Own..	CA..	18½	53	....	Radial..	Radial..
Bristol Jupiter....	VI	Radial..	Air..	9-5¾x7½	1753	5.3	118	440-1700	485-1870	1700	1700	.5	.03	24	730	1.5	1-Trip..	B.T.H.	M..	2	Own..	CA..	18½	53	....	Radial..	Radial..
Bristol Jupiter....	VII	Radial..	Air..	9-5¾x7½	1753	5.3	112	440-1775	.....	1775	1775	.51	.03	25	770	....	1-Trip..	B.T.H.	M..	2	Own..	CA..	18½	53	....	Radial..	Radial..
Bristol Jupiter..	VIII	Radial..	Air..	9-5¾x7½	1753	6.3	117	455-2000	570-2200	2000	1000	.51	.03	25	850	1.5	1-Trip..	B.T.H.	M..	2	Own..	CA..	28	53	....	Radial..	Radial..
Napier Lion.	Series 5	W.....	Wat	12-5½x5½	1461	5.8	122	450-2000	502-2200	2000	1318	.53	.02	31	950	1.89	2-Own°..	B.T.H.	M..	2	Own..	HM..	57	36	42	26¼	17 1/32
Napier Lion Direct..	8	W.....	Wat	12-5½x5½	1461	6.25	121	525-2350	567-2585	2350	2350	.53	.025	36	920	1.6	2-Own°..	B.T.H.	M..	2	Own..	HM..	61	39	42	26¼	17 1/32
Rolls Royce Condor..	3	Vee 60..	Wat	12-5½x7½	2138	5.3	126	665-1900	.....	1900	907	.50	.027	44	1350	2.07	1-Own...	B.T.H.	M..	2	.....	Gas..	69 1/16	45½	30½	.....	26
Rolls Royce Condor..	4	Vee 60.	Wat	12-5½x7½	2138	5.3	126	665-1900	.....	1900	907	.50	.027	44	1213	1.86	1-Own...	B.T.H.	M..	2	Gas°	69 1/8	43½	30½	25.85	21
Rolls Royce. Eagle.	IX Vee 60..	Wat	12-4½x6½	1240	5.22	127	360-1800	.....	1800	1080	.51	.026	25	948	2.63	2-Own...	Watf...	M..	4	Own..	HC..	73	46	32	.....	24
Rolls Royce	F10	Vee 60.	Wat	12-5x5½	1296	6.0	130	480-2250	.....	2250	2250	.48	.012	31.2	760	158	2-Own...	B.T.H	M..	2	Own..	HC..	60.35	34½	24.25	19.62	15 75
CONTINENTAL																										
Caffort	Aa	Horiz..	Wat	12-5.72x5.9	1819	5.3	127	500-2000	600-2200	....	1060	.66	.05	....	1210	2.02	4-Zenith.	Scin...	M..	2	D-H..	.....	49.2	21.7	35.5	.....	.....
Farman	18WD	W 40...	Wat	18-5.12x7.1	2631	5.5	...	700-1850	820-1920	1650	825	.56	.022	39.6	1600	2.28	6-Zenith.	Ducel..	BM.	2	Ducel.	EM..	965	50.0	42.3	298.8	22.0
Farman	12WE	W 60..	Wat	12-5.12x6.3	1556	5.5	...	500-2150	550-2200	1850	925	.56	.022	23.8	1120	2.24	3-Zenith.	Salm...	M..	2	Viet..	HM..	65.7	45.8	51.1	27.7	21.3
Farman	18WD	In W 60	Wat	18-4.34x4.92	1309	6	...	600-2800	720-3400	2300	935	.485	.026	31.7	873	1.45	3-Zen°th.	Ducel..	B..	2	Ducel.	EM..	67.7	42.7	30.8	11.0	16.1
Hispano S	8Aa	Vee....	Wat	8-4.72x5.12	716	4.7	...	155-1500	200-2000	1500	1500	.....	.....	.....	420	2.1	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	8Ab	Vee....	Wat	8-4.72x5.12	716	5.3	...	210-1800	236-2000	1800	1800	.....	.....	.....	420	2.0	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	8Fg	Vee....	Wat	8-5.51x5.91	1410	4.7	...	287-1700	298-1950	1700	1700	.....	.....	.....	605	2.1	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	8Fb	Vee....	Wat	8-5.51x5.91	1410	5.3	...	312-1800	343-1800	1800	1800	.....	.....	.....	605	1.9	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	8F	Vee....	Wat	8-5.51x5.91	1410	5.5	...	343-1870	352-2100	1870	1870	.....	.....	.....	605	1.7	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	12Ja	Vee....	Wat	12-4.72x5.91	1242	5.3	...	379-1800	390-2100	1800	1800	.....	.....	.....	760	2.0	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	12Jb	Vee....	Wat	12-4.72x5.91	1242	6.0	...	448-2000	464-2100	2000	2000	.....	.....	.....	760	1.7	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	12Ga	W.....	Wat	12-5.51x5.91	1691	5.3	...	506-1800	536-2000	1800	1800	.....	.....	.....	860	1.7	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	12Gb	W.....	Wat	12-5.51x5.91	1691	6.0	...	582-2000	610-2100	2000	2000	.....	.....	.....	860	1.5	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	12Ha	Vee....	Wat	12-5.51x5.91	1691	5.3	...	517-1800	547-2000	1800	1800	.....	.....	.....	900	1.7	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Hispano S	12Hb	Vee....	Wat	12-5.51x5.91	1691	6.0	...	588-2000	615-2100	2000	2000	.....	.....	.....	900	1.5	.....	.....	M..	2	.....	CA..	.....	.....	.....	.....	.....
Lorraine D	5PA	Radial..	Air..	5-4.92x5.52	524	5	...	100-1350	110-..	....	1350	.58	.02	7.9	330	2.99	2-Zenith.	Ducel..	M..	2	Viet...	Air..	36 2	44.4	....	44.4	Radial..
Lorraine D	7MA	Radial..	Air..	7-5.32x5.91	919	5	...	230-1800	270-..	....	1800	.63	.03	19.8	605	2.2	1-Zenith.	Ducel..	M..	2	Viet...	Air..	41.4	48.8	....	48.8	Radial..
Lorraine D	14	Radial..	Air..	14-5.32x5.91	1839	5	...	470-1800	550-..	....	1800	.63	.02	39.6	970	1.76	2-Zenith.	Ducel..	M..	2	Viet...	Air..	47.5	48.8	....	48.8	Radial..
Lorraine D	12Db	Vee....	Wat	12-4.72x6.6	1441	5.5	...	400-1700	420-..	....	1700	.51	.03	33.0	902	2.11	2-Zenith.	SEV...	M..	2	Viet...	Air..	63.1	40.5	31.3	23.5	15.7
Lorraine D	12Eb	W.....	Wat	12-4.72x7.09	1489	6.0	...	450-1850	470-..	....	1850	.51	.01	37.0	858	1.83	3-Zenith.	SEV...	M..	2	Viet...	Air..	54.14	3.5	47.7	26.9	16.2
Lorraine D	12Ed	W.....	Wat	12-4.72x7.09	1489	6.0	...	450-1900	490-..	....	1230	.50	.01	37.0	935	1.91	3-Zenith.	SEV...	M..	2	Viet...	Air..	60.0	43.5	47.7	26.9	16.2
Lorraine D	12Ee	W.....	Wat	12-4.72x7.09	1489	6.5	...	480-2000	510-..	....	2000	51	.01	39.6	846	1.76	3-Zenith.	SEV...	M..	2	Viet...	Air..	54.1	43.5	47.7	26.9	16.2
Lorraine D	18Ka	W.....	Wat	18-4.72x7.09	2233	6.0	...	650-1850	690-..	....	1850	.51	.01	52.8	1220	1.77	4-Zenith.	Salm...	M..	2	Viet...	Air..	79.2	40.2	36.2	26.4	16.2
Lorraine D	18Kd	W.....	Wat	18-4.72x7.09	2233	6.0	...	650-2000	740-..	....	1290	.49	.015	2.81	365	1.84	4-Zenith.	Salm...	M..	2	Viet...	Air..	84.0	40.2	36.2	26.4	16.2
§Panhard Kni'	VK122	Vee 60.	Wat	12-5.52x6.69	1920	5.4	124	450-1500	525-1800	1500	1500	.....	.....	.....	1202	2.7	2-.....	.....	M..	2	.....	.....	.....	.....	.....	.....	.....
Renault	12Ja	Vee 60.	Wat	12-4.92x6.6	1494	5.6	133	450-1800	470-1800	1800	1800	.48	.02	....	770	1.71	2-Zenith.	SEV...	M..	2	Viet...	Air..	63.2	42.0	33.1	24.4	15 4
Renault	12Jb	Vee 60.	Wat	12-4.92x6.6	1494	5.6	129	500-2020	510-2020	2020	1080°	.48	.02	....	890	1.78	2-Zenith.	SEV...	M..	2	Viet...	Air..	66.0	42.0	33.1	24.4	15.4
Renault	12Kg	Vee 60.	Wat	12-5.28x7.09	1863	5.6	132	550-1800	565-1800	1800	1800	.48	.02	....	1010	1.84	4-Zenith.	SEV...	M..	2	Viet...	Air..	72.2	44.8	35.3	26.9	15.9
Renault	12Kh	Vee 60.	Wat	12-5.28x7.09	1863	5.6	129	570-1900	592-1900	1900	1080°	.48	.02	....	1155	2.02	4-Zenith.	SEV...	M..	2	Viet...	Air..	73.4	44.8	35.3	26.9	15.9
Renault	12Mc	Vee 60.	Wat	12-6.3x7.09	2652	5.3	128	700-1700	740-1700	1700	1700	49	02	....	1300	1.85	4-Zenith.	SEV...	M..	2	Viet...	Air..	77.0	45.0	38.6	26.7	17.1
Renault	12Md	Vee 60.	Wat	12-6.3x7.09	2652	5.3	124	740-1800	760-1800	1800	900°	.49	.02	....	1450	1.96	4-Zenith.	SEV...	M..	2	Viet...	Air..	79.5	45.0	38.6	26.7	17.1
Salmson	3AD	Radial..	Air..	3-2.76x3.39	60.8	5.6	...	12-1800	15-2400	.....	....	.55	.04	....	74.6	....	1-Zenith.	Own...	M..	1	.....	PS..	22.4	12.6	....	Radial..	Radial..
Salmson	6AD	Radial..	Air..	6-2.76x3.39	122	5.6	...	25-1900	.....	....	....	.55	.04	....	132	....	1-Zenith.	Own...	M..	1	.....	PS..	27.2	12.6	....	Radial..	Radial..
Salmson	9AD	Radial..	Air..	9-2.76x3.39	182	5.6	...	40-2000	.....	....	....	.54	.04	....	165	....	1-Zenith.	Own...	M..	1	.....	PS..	27.2	24.8	....	Radial..	Radial..
Salmson	5AC	Radial..	Air..	5-3.94x5.12	312	5.0°	...	65-1800	.....	....	....	.54	.04	....	242	....	1-Zenith.	Own...	M..	2	.....	CA..	32.3	37.0	....	Radial..	Radial..
Salmson	7AC	Radial..	Air..	7-3.94x5.12	437	5.0°	...	95-1800	.....	....	....	.54	.04	....	286	....	1-Zenith.	Own...	M..	2	.....	CA..	32.3	37.0	....	Radial..	Radial..
Salmson	9AC	Radial..	Air..	9-3.94x5.12	562	5.0°	...	120-1800	.....	....	....	.54	.04	....	374	....	1-Zenith°	Own...	M..	2	.....	CA..	35.5	37.5	....	Radial..	Radial..
Salmson	9AB	Radial..	Air..	9-4.92x6.70	1147	5.4°	...	230-1200	.....	....	....	.54	.04	....	582	....	1-Zenith°	Own...	M..	2	.....	CA..	39.4	46.5	....	Radial..	Radial..
Salmson	18AB	Radial..	Air..	18-4.92x6.70	2293	5.4°	...	460-1700	.....	....	....	.54	.04	....	1012	....	2-Zenith°	Own...	M..	2	.....	CA..	54.0	47.3	....	Radial..	Radial..
Salmson	9CM	Radial..	Wat	9-4.92x6.70	1147	5.4°	...	260-1650	.....	....	....	.52	.04	....	550	....	1-Zenith°	Own...	M..	2	.....	CA..	39.4	46.5	....	Radial..	Radial..
Salmson	18Cm	Radial..	Wat	18-4.92x6.70	2293	5.4°	...	500-1650	.....	....	....	.52	.04	....	1012	....	2-Zenith°	Own...	M..	2	.....	CA..	54.0	47.3	....	Radial..	Radial..
Talbot	Matabele	Vee 60.	Wat	12-4.81x6.30	1366	4.8	113	420-2000	435-2050	2000	1220	.51	.04	....	960	2.3	2-Clau..	SEV...	M..	2	Own..	CA..	76.0	60.3	37.8	26.3	16.35
Talbot	720D	W.....	Wat	18-5.51x5.12	2190	5.5	127	720-2000	730-2100	2000	1000	.52	.05	....	1665	2.3	4-Zenith.	SEV...	M..	4	Own..	CA..	84.7	43.7	44.1	31.7	18.9

Airplane Engines—Continued

ENGINE MAKE AND MODEL	Type	Cooled by	No. of Cyls. Bore and Stroke (Ins.)	Piston Displacement	Compression Ratio	B. M. E. P.	Rated B.H.P. and R.P.M.	Maximum B.H.P. at K.P.M.	Crankshaft Normal R.P.M.	Propeller Normal R.P.M.	Fuel Consumption Lbs. B.H.P. Hr.	Oil Consumption Lbs. B.H.P. Hr.	Fuel Consumption Gals. Hr. (Approx.)	Weight, Dry (Lbs.)	Weight H.P. (Lbs.)	Carburetors Number and Make	IGNITION Make	IGNITION Type	IGNITION Number	STARTER Make	STARTER Type	INSTALLATION DIMENSIONS (Ins.) Length	Height †	Width †	Height Above Engine Bearers Above Engine Bed	Center to Center of Engine Bearers
B.M.W.....IV	Vert...	Wat	6-6.3x7.49	1400	6.3	...	250-1400	310-1510	1400	1400	.46	.022	15	638	2.06	1-Own...	Bosch..	M..	2	Own..	CA°	64.0	49.2	22.0	27.5	.....
B.M.W.....VI	Vee 60.	Wat	12-6.3x7.49	2800	6.3	...	500-1410	640-1530	1410	1410	.48	.022	31.5	1110	1.74	1-Own...	Bosch..	M..	2	Own..	CA°	78.8	56.7	65.4	25.1	.....
Junkers.....L7	Vert...	Wat	6-4.13x4.72	373	6	102	90-....	110-2100	2300	2300	.55	.02	5	275	2.86	1-Sum...	Bosch..	M..	2	Bosch.	HM..	44.0	28.1	17.9	13.35	33.5
Junkers.....L2	Vert...	Wat	6-3.91x7.09	511	6 03	108	230-1250	265-1550	1550	1550	.5	.02	13	627	2.37	2-Sum...	Bosch..	M..	2	Bosch.	HM..	60.6	45.7	24.6	27.3	30.8
Junkers.....L5	Vert...	Wat	6-6.32x7.49	1410	5.5	111	280-1275	310-1450	1500	1500	.5	.02	15	695	2.2	1-Sum...	Bosch..	M..	2	Bosch.	HM..	69.0	49.7	22.1	28.1	30.0
Junkers.....L55	Vee 60.	Wat	12-6.32x7.49	2820	5.5	111	560-1275	620-1450	1500	1500	.47	.02	29.4	1190	1.91	1-Sum...	Bosch..	M..	2	Bosch.	HM..	69.0	33.1	45.7	25.2	42.5
Klemm Daimler.....	Horis..	Air..	2-2.95x3.94	54	6.0	...	20-3000	22-3100	3000	1000	.66	.04	2 1/16	106	4.9	1-Own...	Bosch..	M..	1	Own..	HC..	22.1	18.5	30.6	18.5	9.92
Siemens & H....Sh 10	Radial..	Air..	5-3.94x4.73	287	5.6	107	60-1500	70-1750	1575	1575	.5	.02	....	258	3.68	1-Sum...	Own...	M..	2	Bosch.	EM..	33.8	40.5	....	Radial..	Radial..
Siemens & H..Sh 11	Radial..	Air..	7-3.94x4.73	403	5.6	107	84-1500	96-1750	1575	1575	.5	.02	....	326	3.39	2-Sum...	Own...	M..	2	Bosch.	EM..	32.1	40.5	....	Radial..	Radial..
Siemens & H....Sh 12	Radial..	Air..	9-3.94x4.73	519	5.6	107	108-1500	125-1750	1575	1575	.5	.02	....	381	3.04	2-Sum...	Own...	M..	2	Bosch.	EM..	32.1	40.5	....	Radial..	Radial..
Siemens & H.....	Radial..	Air..	9-5.75x7.5	1748	5.3	107	380-1575	450-1800	1700	1700	.55	.04	....	750	1.65	1-Zenith.	Scin....	M..	2	.....	CA..	41.0	55.7	....	Radial..	Radial..
Siemens & H.....	Radial..	Air..	9-5.75x7.5	1748	5.3	107	365-1575	420-1800	1700	850	.55	.04	....	872	2.02	1-Zenith.	Scin....	M..	2	.....	CA..	51.2	55.7	....	Radial..	Radial..
Fiat.....A20	Vee 60.	Wat	12-4.53x5.91	1140	5.7	135	415-2200	433-2200	2200	2200	.45	.02	28	722	1.7	2-Own...	Mar....	M..	2	Own..	Gas°	57.2	33.3	25.6	21.7	15.75
Fiat.....A22	Vee 60.	Wat	12-5.32x6.30	1683	5.5	133	550-2000	572-2000	2000	2000	.47	.03	39	953	1.7	2-Own...	Mar....	M..	2	Own..	Gas°	63.0	37.6	28.4	24.6	18.10
Fiat.....A25	Vee 60..	Wat	12-6.70x7.88	3323	5.0	122	900-1800	935-1800	1800	1800	.51	.05	68	1767	1.9	3-Own...	Mar....	M..	2	Own..	Gas°	80.1	46.7	36.1	30 4	20.95
Isotta Frasch....200.	Vert....	Wat	6-5 .51x6.3	901	5.5	132	275-1850	290-2000	1850	1850	.44	.033	18.5	571	2.09	2-Zenith.	Mar....	M..	2	Own..	CA..	76.4	40.0	22.2	25.7	16.5
Isotta Frasch.....500	Vert....	Wat	12-5.5x5.91	1698	5.5	131	513-1850	543-2000	1850	1850	.45	.033	38.5	924	1.8	2-Zenith.	Mar....	M..	2	Own..	CA..	73.5	37.2	31.9	22.4	15.7
Walter.....60	Radial..	Air..	5-4.14x4.72	316	4.5	...	60-1450	64-1550	1450	1450	.52	.03	....	225	....	1-Solex.	Scin....	M..	2	.....	PS..	33.6	37	37	Radial..	Radial..
Walter.....85	Radial..	Air..	7-4.14x4 72	445	4.5	...	85-1450	88-1550	1450	1450	.52	.03	....	282	....	1-Zenith.	Scin....	M..	2	.....	PS..	33.6	37	37	Radial..	Radial..
Walter.....120	Radial..	Air..	9-4.14x4.72	573	4.5	...	120-1550	124-1650	1550	1550	.52	.03	....	326	....	1-Zenith.	Scin....	M..	2	.....	PS..	33.6	37	39	Radial..	Radial..

ABBREVIATIONS:

†—Outside diameter of Cyls. for radial engines.
‡—Inverted.
*—Bolt hole circle diameter.
§—1927 Specifications.
°—Others also.

A-M—Aero-Marine.
B-—Battery.
Berl—Berling.
BM—Battery and Magneto.
Bos—Bosch.
B.T.H.—British Thompson Houston.
CA—Compressed Air.
Clau—Claudel.
d—Dual
D-H—Daurreu-Hertzmark.
D-R—Delco Remy.
Ducel—Ducellier.
Ecl—Eclipse Bendix.
EM—Electric Motor
HC—Hand crank.
HM—Hand Magneto.
Horiz—Horizontal.
Imp—Impulse.
In—Inertia.
In V—Inverted V.
In W—Inverted W.
M—Magneto.
Mar—Marelli.
Opt—Optional.
PS—Propeller Swing.
Salm—Salmson.
Scin—Scintilla.
Siem—Siemens.
Spec—Special.
Split—Splitdorf.
Strom—Stromberg.
Trip—Triplex.
Var—Various.
Vert—Vertical.
W—3 banks of Cylinders.
Wat—Water.
Watf—Watford.
Winfd—Winfield.
X—4 banks of cylinders.

American Stock Steering Gears

Specifications of typical models made by independent parts manufacturers.

MAKE & MODEL	Designed For	CAPACITY For Vehicle Gross Weight (Lbs.)	CAPACITY For Maximum Weight on Front Wheels (Lbs.)	Type	Gear Ratio	OUTSIDE DIAMETER Steering Wheel (Ins.)	OUTSIDE DIAMETER Wheel Shaft (Ins.)	OUTSIDE DIAMETER Column Jacket (Ins.)	STEERING ARM Center to Center, Length (Ins.)	STEERING ARM Maximum Angular Motion (Deg.)	MATERIALS Housing	MATERIALS Reduction Gear	MATERIALS Nut or Cam	MATERIALS Gear Shaft S.A.E. No.	MATERIALS Wheel Spider	Adjustable for Wear?	BEARINGS Thrust Type	BEARINGS Thrust Number	BEARINGS Thrust Make	BEARINGS Thrust Diameter (Ins.)	BEARINGS Thrust Length (Ins.)	BEARINGS Gear Shaft Type	BEARINGS Gear Shaft Number	BEARINGS Gear Shaft Make	BEARINGS Gear Shaft Diameter (Ins.)	BEARINGS Gear Shaft Length (Ins.)	CONTROL LEVERS Location	CONTROL LEVERS Type	Adapted for Right Hand Drive?	Weight Complete (Lbs.)
Columbus.....M	Cars.....	2700	....	W&S..	11	17†	1	1½°	Opt.	85	Mal..	.....	.....	1020	Al°.	Yes.	Ball...	2	.....	1¾	5/8	Plain..	1	.....	1 1/16	....	AW.	SL..	No.	21
Columbus.....K	Cars, T, B.	6000	....	W&S..	11½°	18	1	1¾	....	85	Mal..	.....	.....	2512	Al°.	Yes.	.Ball..	2	.....	1¾	5/8	Plain..	1	.....	1 5/8	....	AA°	SL°.	No.	28
Gemmer.....50	Cars.....	Var...	Var.	W&Sh	10	Opt.	7/8	1½	Var.	80	Mal..	.....	1020	1020	....	Yes.	Ball...	2	Nice..	1 1/8	1/8	Plain..	1	Own..	1 3/8	....	AW.	SL..	Yes.	21
Gemmer.....65	Cars.....	Var...	Var.	W&Sh	13	Opt.	1 1/16	1½°	Opt.	86	Mal..	Car°	Car.	Nic°	....	Yes.	Ball...	2	Nice..	1 3/8	5/8	Plain..	1	Own..	1 11/16	....	AW.	SL..	Yes.	24
Gemmer.....90	C&T.....	Var...	Var.	W&Sh	14	Opt.	1¼	1¾°	Var.	82	Mal..	.....	1020	2320	Opt.	Yes.	Ball...	2	Nice..	1 3/8	5/8	Plain..	1	Own..	1 7/8	....	AW.	SL..	Yes.	32
Gemmer.....210	C,T,B,Tr.	Var...	Var.	W&D.	18	Opt.	1 5/8	1¾°	Opt.	60	Mal..	.....	1020	2330	....	Yes.	Ball...	2	Nice..	1 13/16	5/8	Plain..	1	Own..	2	....	AW.	SL..	Yes.	39
Gemmer.....220	C,T,B,Tr.	Var...	Var.	W&D.	20	Opt.	1 5/8	1¾	Opt.	78	Mal..	.....	1020	2330	....	Yes.	B&P..	2	Nice°	2	1 1/4	Plain..	1	Own..	2 1/16	....	AW.	SL..	Yes.	39
Gemmer.....230	C,T,B,Tr.	Var...	Var.	W&D.	24°	Opt.	1¾	2°	Opt.	75	Mal..	.....	1020	2330	....	Yes.	Ball...	2	Nice..	2 1/16	5/8	Plain..	2	Own..	2 1/16	....	AW.	SL.	No..	63
Hannum.....15	Tr & B....	16000	6500	N&L..	Var..	Var.	1½	2	Var.	70	Mal..	1020	1020	1045	Mal°	Yes.	Ball...	2	Nice..	.....	.....	Plain..	.....	.....	.....	.....	Opt.	Var.	Yes.	66
Hannum.....12	Cars, T,B,.	11000	4500	N&L..	Var..	Var.	1 5/8	2°	Var.	70	Mal..	1020	1020	1045	Al°	Yes.	Ball...	2	Nice..	.....	.....	Plain..	.....	.....	.....	.....	Opt.	Var.	Yes.	53
Hannum.....6	C,T,B,Tr.	3800	1500	N&L..	Var..	Var.	1 5/8	1¾°	Var.	70	Mal..	1020	1020	1045	Mal°	Yes.	Ball...	2	Nice..	.....	.....	Plain..	.....	.....	.....	.....	Opt.	Var	Yes.	32
Hannum.....9	C,T,B,Tr.	8000	3200	N&L..	Var..	Var.	1 5/8	1¾°	Var.	70	Mal..	1020	1020	1045	Al°	Yes.	Ball...	2	Nice..	.....	.....	Plain..	.....	.....	.....	.....	Opt.	Var.	Yes.	40
Jacox.....16A	Cars.....	Light..	Var.	S&N..	13.3	Opt.	1 1/16	1½	Var.	82	CI....	1045	ChN	1035	Opt.	Yes.	Ball...	1	Spec....	.....	.....	Plain..	2	Own..	1	Var.	AW.	SL..	Yes.	20
Jacox.....17A	Cars.....	3500	....	S&N..	15.2	....	1	1½	....	82	Mal.	1045	Bro.	.....	.....	Yes.	Ball...	1	Spec....	.....	.....	Plain..	3	Spec..	1 1/16	1 1/16	AW.	SL..	Yes.	32
Jacox.....19A	C&T.....	Var...	Var.	S&N..	16.2	Opt.	1	1¾	Var.	82	Mal..	1045	Bro.	3135	Opt.	Yes.	Ball...	1	N-D....	.....	.....	Plain..	3	Own..	1 1/4	Var.	Opt.	Opt.	Yes.	38
Jacox.....30C	T&B.....	Heavy	Var.	S&N..	15.2	Opt.	1 1/16	2	Var.	82	Mal..	1045	Bro.	3135	Opt.	Yes.	Ball...	1	Spec....	.....	.....	Plain..	3	Own..	1½	Var.	Opt.	Opt.	Yes.	70
Jacox.....95	Cars.....	5000	....	W&S..	14	....	1 1/16	1¾	7	112	Mal..	1112	2520	.....	.....	Yes.	Ball...	2	Spec....	.....	.....	Plain..	1	Spec..	1 1/16	4 1/4	AW.	SL..	Yes.	38
Jones.....C	C&T.....	4500	....	S&N..	14†	18	1 5/8	1¾	7½	90	Mal..	.....	SS..	8	Al..	No..	Roller.	2	Shaf...	2½	¾	Plain..	2	Cleve.	1¼	1 1/16	AW.	Qua.	Yes.	.....
Jones.....J	T, B & Tr.	.....	5500	S&N..	24	20	1¼	1¾	8	90	Mal..	.....	SS..	9	Opt.	Yes.	Roller	1	Shaf...	2 1/16	¾	Plain..	2	Bunt..	1¾	2	AW.	SL..	Yes.	....
Muncie Prod.552035	Cars.....	2600	....	W&W.	9.5	....	3/4	1½	....	80	Mal.	6120	.....	.....	.....	Yes	Ball...	2	Star....	.....	.....	Plain..	2	.....	7/8	1¼	AW.	SL..	Yes.	16.1
Ross.....200	C & T.....	3000	Var.	C&L..	Var.	18	1	1¾	Opt.	80	Mal..	1020	1020	....	Opt.	Yes.	Ball...	2	Own..	Var.	Var.	Plain..	....	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Ross.....220	C, T.....	3400	Var.	C&L..	Var.	18	1	1¾	Opt	80	Mal..	1020	1020	....	Opt.	Yes.	Ball...	2	Own..	Var	Var.	Plain..	....	Own..	Var	Var.	Opt.	SL..	Yes.	Var.
Ross.....260	C, T & B..	4000	Var.	C&L..	Var.	18	1	1¾	Opt.	70	Mal..	1020	1020	....	Opt.	Yes.	Ball...	2	Own..	Var.	Var.	Plain..	....	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Ross.....300	T & B....	5000	Var.	C&L..	Var.	18	1 1/16	1¾	Opt.	80	Mal..	3120	1020	....	Opt.	Yes.	Ball...	2	Own..	Var.	Var.	Plain..	....	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Ross.....320	T & B....	Var...	Var.	C&L..	Var.	22	1 1/16	2¼	Opt.	80	Mal..	3120	1020	....	Opt.	Yes	Ball...	2	Own..	Var.	Var.	Plain..	....	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Ross.....360	T & B....	14000	Var.	C&L..	Var..	22	1¼	2¼	Opt.	80	Mal..	2512	1020	....	Opt.	Yes	.Ball..	2	Own..	Var.	Var.	Plain..	....	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Warner....W-17630	Cars.....	3100	1200	W&W.	9	17	¾	1¼	4¾	....	Mal..	1020	1020	1020	Al....	....	Ball...	2	Nice..	1 1/16	½	Plain..	2	.....	1	1¼	BW.	Qua	Yes.	20½
Warner....W-17780	Cars.....	4100	1600	C&L.	15-12	17	1 1/16	1¾	9	80	Mal..	1020	1020	1020	Al..	Yes.	Ball...	....	Star....	.....	.....	Plain..	2	Cleve.	1 1/16	1½	AW.	SL..	Yes.	30
Wohlrab.....1	C, B, Tr..	5600	2000	S&N..	8†	18	1 1/16	1¾	7†	70	SS....	.....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	.....	.....	.....	.....	AW.	Opt.	Yes.	38
Wohlrab.....2	T & B, Tr..	7800	3000	S&N..	9†	18	1¼	1¾	8†	70	SS....	.....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	.....	.....	.....	.....	BW.	R-L.	Yes.	45
Wohlrab.....3	T & B, Tr..	11500	Var.	S&N..	9†	20	1¼	2	8†	70	SS....	.....	St..	3135	Mal.	Yes.	None..	0	None..	0	0	.....	.....	.....	.....	.....	BW.	R-L.	Yes.	65
Wohlrab.....4	T & B, Tr..	15000	Var.	S&N..	10†	22†	1¼	2	10	70	SS....	.....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	.....	.....	.....	.....	BW.	Opt.	Yes.	85
Wohlrab.....5	T & B, Tr..	20000	....	S&N..	10†	22†	1¼	2	12	....	SS....	.....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	.....	.....	.....	.....	BW.	Opt.	Yes.	98

ABBREVIATIONS:
°—Others Also
*—1927 Specifications
†—Varies
Al—Aluminum
AW—Above Wheel
B—Buses
B&P—Ball or Plain
Bro—Bronze
Bunt—Bunting
BW—Below Wheel
C—Cars
Car—Carbon Steel
ChN—Chrome Nickel
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Mal—Malleable
N-D—New Departure
Nic—Nickel
N&L—Nut and Lever
Opt—Optional
Qua—Quadrant
R-L—Ratchet Levers
Shaf—Shafer
S&N—Screw and Nut
SL—Short Levers
Spec—Special
SS—Semi Steel
St—Steel
T—Trucks
Tr—Tractors
Var—Varies
W&D—Worm and Disk
W&S—Worm and Sector
W&Sh—Worm and Shaft
W&W—Worm and Wheel

Value of Export Shipments Up 19.6 Per Cent in 1927

This despite fact that there was a decrease of 1.2 per cent in number of car and truck units sold overseas.

By George Quisenberry
Editor, The American Automobile (Overseas Edition)

AUTOMOTIVE exports from United States and Canada went to record dollar volume levels in 1927, and for the first time exceeded the half-billion mark in wholesale value. Combined shipments having a value of $537,548,189 were 17.6 per cent ahead of those of 1926.

The record of 1927 was made despite a slight falling off in the foreign sales of car and truck units, due largely to the Ford situation. There is every indication that the overseas assembly of Fords was not quite half that of 1926. Shipments of complete Fords were likewise greatly decreased. Nevertheless, so large a gain was made by other producers that the Ford loss was made up to within a small percentage of the total for the previous year. In 1927, export shipments of cars and trucks and overseas assemblies were 530,405 units compared with 537,076 units in 1926. The decrease in number was 1.2 per cent. The increase in value of car and truck shipments was 19.6 per cent.

Referring to the resume tables accompanying this article, which have been prepared by *The American Automobile* (Overseas Edition) with the assistance of the Automotive Division, Department of Commerce, decreases are shown in the shipments of cars, trucks and parts from Canada, in the shipments of solid tires from United States and in motorcycles and engines. With the exception of solid tires and motorcycles, all of these decreases are directly due to the Ford position.

On the other hand, the list of increases is a long one. Car, truck, parts and accessory shipments from the United States are up sharply—17 per cent in the case of cars, 48.3 per cent for trucks and 18.2 per cent for parts and accessories. Tires, except the solids previously mentioned, increased notably. Tractor shipments were a fifth higher; electric cars and trucks increased 33 per cent; trailers, marine engines, storage batteries, ignition apparatus and service appliances were all well above their previous totals.

In the matter of service appliances, tabulations compiled last year and in previous years did not give a true picture of the situation. Many questionable items were included in the classification and many others of importance were left out. The expansion of service equipment sales abroad last year was undoubtedly much larger than is indicated.

The last few years have seen the establishment in various countries of Africa, Asia, Oceania, Europe and Latin-America of assembly operations and direct fac-

How U. S. and Canadian Exports Were Distributed to Major Markets—1927

	Total	Cars	Trucks
Australia	73,600	47,712	25,888
Argentina	46,474	35,918	10,556
Brazil	26,035	14,974	11,061
South Africa	25,960	20,381	5,579
United Kingdom	23,901	18,131	5,770
Denmark	22,484	14,915	7,569
Belgium	17,965	13,842	4,123
Spain	10,721	7,518	3,203
Java and Maduro	10,280	6,584	3,696
Germany	9,474	8,700	774
New Zealand	8,415	6,954	1,461
Mexico	7,839	6,098	1,741

Total Exports and Foreign Assemblies

	Total Vehicle Exports, Incl. Non-duplicated Foreign Assembly Sales	Total Foreign Assembly Sales
1919	96,918	.....
1920	224,140	.....
1921	95,140	.....
1922	196,180	.....
1923	341,816	75,985
1924	390,337	116,148
1925	547,075	152,262
1926	537,076	145,774
1927	530,405	203,514*

* Includes British Ford Assemblies.

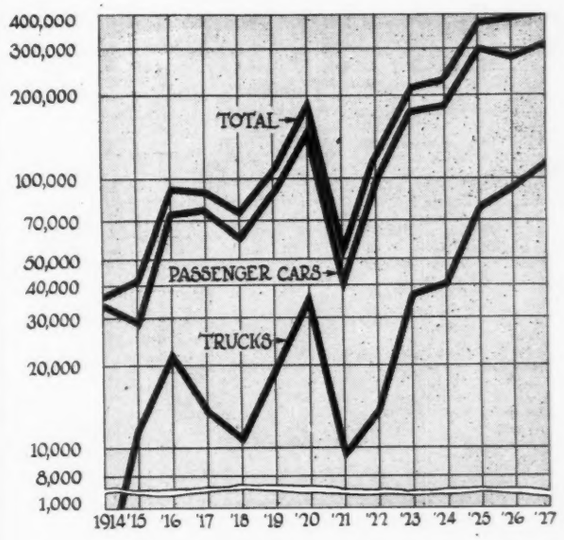
Exports

tory branches by American car manufacturers. In some cases local distributors are engaging in what amounts to a practical assembly of parts into complete vehicles. Such operations are not identical in manufacturing nature with the work carried on by Ford and General Motors in Argentina, Brazil, South Africa, Australia, etc., but there has been a considerable increase in the shipment of partially "knocked down" chassis to certain distributors handling large and important territories.

The effect of all these assembly operations on export totals is hard to show with accuracy. A large proportion of the cars manufactured in these assembly plants are reported as "complete vehicles" in the export statistics of both the United States and Canada. The total of these foreign assemblies, as computed by the Automotive Division, is shown in an accompanying table. As stated, many of these assemblies were reported as complete vehicles in export data. In the accompanying chart an effort has been made to show exports of actually complete vehicles only—that, is, all assembly operations have been eliminated from the export totals with as much accuracy as is possible under the circumstances.

Exports from U. S. and Canada

(Reported Complete Vehicles Only)



Export Shipments by Value

	1927	1926	1925	Increase 1927 Over 1926 Per Cent
Passenger Cars—				
From United States	$207,962,257	$176,481,302	$184,895,830	17.7
From Canada	22,156,871	25,779,659	27,794,884	*14.3
Total passenger cars.	$230,119,128	$202,260,961	$212,690,714	13.7
Motor Trucks—				
From United States	$69,913,364	$47,079,424	$37,703,302	48.3
From Canada	6,274,406	6,957,242	5,250,002	*9.7
Total motor trucks..	$76,187,770	$54,036,666	$42,953,304	40.8
Total cars and trucks	$306,306,898	$256,297,627	$255,644,018	19.6
Parts and Accessories—				
From United States	$99,335,620	$83,927,732	$80,311,166	18.2
From Canada	3,434,465	5,485,486	6,372,728	*37.5
Total parts	$102,770,085	$89,413,218	$86,683,894	14.7
Tires—				
From U. S., total.	$40,254,722	$30,839,589	$29,474,679	30.5
Casings	33,749,013	24,358,907	23,021,557	38.5
Inner tubes	3,499,317	3,024,177	3,252,180	15.8
Solid	3,006,392	3,457,505	3,200,942	*11.7
From Canada, total	$20,495,892	$17,524,940	$11,675,845	16.8
Casings	16,913,065	14,645,309	9,731,121	15.7
Inner tubes	3,143,901	2,567,105	1,695,795	22.3
Solid	438,926	312,526	248,929	40.2
Total tires	$60,750,614	$48,364,529	$38,885,637	23.6
Motorcycles	$4,373,808	$4,915,949	$5,075,139	*11.1
Tractors	37,102,302	30,485,519	27,965,593	22.0
Cars and trucks, elec.	207,040	155,688	195,606	33.1
Automobile engines	10,885,495	12,522,189	15,290,066	13.3
Marine engines ...	2,059,081	1,721,726	2,121,806	19.5
Trailers	419,172	339,987	281,513	23.2
Storage batteries..	3,673,003	3,443,421	2,681,288	6.7
Ignition apparatus.	2,006,610	1,904,103	2,708,142	5.0
Servicing appliances	6,994,081	6,861,746	5,432,220	1.8
Total	$67,720,592	$62,350,328	$61,751,373	8.6
Grand total	$537,548,189	$456,425,702	$442,964,972	17.6

* Decrease.

(Alaska, Porto Rico and Hawaii not included.)

Export Shipments by Units

	1927	1926	1925	Increase 1927-1926, Per Cent	Unit Value 1926	Unit Value 1927
Passenger Cars—						
From United States	278,742	238,481	244,300	17.0	$742.00	$743.00
From Canada	39,900	53,628	58,005	*25.6	480.00	551.00
Total passenger cars.	318,642	292,109	302,305	8.5	$692.00	$723.00
Motor Trucks—						
From United States	105,457	66,775	58,624	57.8	$706.00	$665.00
From Canada	17,510	20,692	16,146	*15.5	336.00	358.00
Total motor trucks..	122,967	87,467	74,770	40.5	$616.00	$619.00
Total cars and trucks	441,609	379,576	377,075	16.1	....	....
Branch Assemblies—†						
Cars and trucks...	80,000	157,500	170,000	6.3	....	....
Tires—						
From United States:						
Casings	2,629,857	1,497,132	1,628,182	75.5	$16.32	$12.85
Inner tubes	1,627,179	1,127,175	1,475,460	44.3	2.20	2.15
Solid	96,923	98,122	112,592	*1.2	35.21	30.90
From Canada:						
Casings	1,679,126	1,520,070	912,265	10.2	$9.63	$10.09
Inner tubes	1,796,619	1,135,948	1,011,865	58.0	2.27	1.75
Solid	14,473	9,711	10,210	48.8	32.20	30.12
Other Automotive Products—						
Motorcycles	19,469	22,670	22,825	*14.0	$217.00	$226.00
Tractors	58,274	51,242	45,938	13.6	594.00	636.00
Automobile engines	97,050	118,428	145,848	*78.0	106.00	113.00
Trailers	928	970	623	*4.4	349.00	452.00
Storage batteries..	301,980	283,241	209,670	6.2	12.15	12.17

* Decrease.
† Not otherwise reported.
(Alaska, Porto Rico and Hawaii not included.)

U. S. Parts and Tires

Countries	PARTS—VALUE				TIRES—VALUE						
					Total	Total	Total	1927			
	1924	1925	1926	1927	1924	1925	1926	Casings	Inners	Solids	Total
Europe:											
Austria	$3,353	$17,331	$100,003	$94,315	$13,827	$47,959	$72,871	$406,864	$78,587	$1,637	$487,088
Azores and Madeira Is.	3,651	11,648	16,140	14,902	4,180	3,623	10,088	14,087	1,446	310	15,843
Belgium	7,547,100	2,758,688	2,074,875	1,452,825	240,211	515,168	374,799	410,808	36,594	3,259	450,661
Bulgaria	2,928	11,190	3,014	4,772	2,428	5,240	2,554	18,645	2,634	311	21,590
Czechoslovakia	11,766	22,117	46,211	89,228	7,054	202,063	368,212	585,335	49,668	104,573	739,576
Denmark and Faroe Islands	7,256,309	4,242,708	4,141,444	2,466,680	699,690	1,027,389	652,701	1,387,029	122,735	4,409	1,514,173
Esthonia	2,377	1,632	3,406	4,377	4,871	4,679	2,301	16,152	3,204	3,091	22,447
Finland	24,914	92,313	227,940	391,145	120,118	174,633	261,523	331,104	38,022	1,469	370,595
France	4,449,883	4,436,612	2,385,969	2,025,683	190,114	530,121	361,914	361,550	39,516	2,961	404,027
Germany	148,146	714,361	1,255,914	9,740,885	36,452	348,735	1,819,243	2,296,282	228,172	4,162	2,528,616
Gibraltar	3,008	5,503	2,948	3,024	.....	.....	279	1,243	297	.....	1,540
Greece	81,674	140,574	62,775	170,980	109,925	284,696	145,327	266,303	25,111	19,141	310,555
Hungary	1,888	13,407	23,130	57,433	6,962	8,496	23,318	81,117	11,751	762	93,630
Iceland and Farce Islands	5,112	9,669	9,902	8,641	11,477	18,788	19,261	16,049	1,948	.....	17,997
Italy	730,982	1,029,846	1,028,927	540,477	112,263	93,792	97,984	520,389	70,309	42,954	633,652
Latvia	2,763	3,045	6,437	13,200	11,609	29,380	11,899	14,021	861	.....	14,882
Lithuania	1,199	1,174	1,648	2,359	3,428	3,160	6,250	7,061	1,136	.....	8,197
Malta, Gozo and Cyprus Is.	9,516	9,571	14,749	8,657	8,766	5,125	753	6,140	537	275	6,952
Netherlands	838,921	802,149	731,735	957,462	285,443	544,420	603,460	936,715	80,676	3,268	1,020,659
Norway	152,687	187,639	164,052	236,737	306,531	428,869	419,573	313,899	38,161	19,710	371,770
Poland and Danzig	74,496	64,422	7,805	24,153	20,888	77,360	48,580	348,068	39,352	2,365	389,785
Portugal	46,752	84,744	147,869	185,600	80,920	94,318	155,671	207,840	19,916	2,346	230,102
Rumania	30,462	64,816	77,979	145,029	10,240	32,298	76,671	259,306	42,726	2,606	304,638
Russia	54,310	213,136	25,607	363,829	17,965	71,025	36,501	19,846	5,034	194	25,074
Spain	1,805,290	1,495,837	1,594,313	1,316,162	280,404	573,138	883,796	1,282,889	160,381	128,926	1,572,196
Sweden	508,568	722,424	761,759	1,104,537	817,991	1,098,214	906,099	1,196,418	106,169	3,475	1,306,062
Switzerland	60,977	82,374	108,067	117,879	116,204	172,252	424,432	585,527	71,999	24,793	682,319
Turkey	16,903	40,570	44,721	70,448	111	3,677	15,949	50,948	4,225	2,764	57,937
United Kingdom	4,326,764	5,344,252	4,459,866	5,152,244	2,970,688	2,970,680	3,230,202	2,708,435	212,340	319,770	3,240,545
Irish Free State	537,095	270,580	420,654	265,901	18,259	28,064	31,597	42,226	4,904	2,919	50,049
Yugoslavia and Albania	5,085	15,912	19,982	14,523	4,099	40,226	48,925	68,722	10,627	7,475	86,824
North and South America:											
British Honduras	3,909	5,682	10,231	11,859	2,353	3,190	3,206	2,073	655	182	2,910
Canada	15,999,001	28,209,210	31,780,943	36,962,976	735,187	439,175	349,857	342,013	101,305	44,799	488,117
Costa Rica	26,582	28,198	47,528	70,585	25,270	34,762	73,110	74,474	9,156	1,788	85,418
Guatemala	33,812	75,772	139,714	183,609	29,216	65,936	127,368	135,794	16,186	1,297	153,277
Honduras	27,671	36,146	34,660	26,971	39,262	43,534	63,466	26,000	3,107	15,041	44,148
Nicaragua	13,645	16,907	20,642	23,407	10,975	18,026	18,104	14,331	2,505	5,190	22,026
Panama	127,892	143,547	176,061	291,495	165,529	250,678	262,376	156,752	17,016	20,498	194,266
Salvador	38,254	66,169	92,509	79,727	58,653	84,503	142,539	64,836	13,272	23,825	101,933
Mexico	1,007,132	1,565,032	2,021,217	1,632,497	1,221,219	1,297,965	1,289,128	1,054,909	126,746	68,262	1,249,917
Newfoundland and Labrador	18,847	23,630	20,566	26,343	23,214	29,517	30,601	19,691	3,848	1,341	24,880
Barbados	29,218	32,113	41,168	32,510	7,917	9,459	10,668	6,286	1,094	1,936	9,316
Jamaica	120,557	182,932	188,123	230,306	66,494	43,805	22,085	24,428	2,760	23,899	51,087
Trinidad and Tobago	61,662	71,983	57,000	82,493	34,503	26,343	23,626	34,873	2,488	1,155	38,516
Other British West Indies	37,712	55,800	74,937	60,766	24,184	28,560	25,110	8,897	934	1,160	10,991
Cuba	1,248,713	1,204,080	958,209	1,029,319	1,458,482	1,516,825	1,821,364	1,320,958	165,199	342,437	1,828,594
Dominican Republic	140,264	180,435	201,998	193,715	207,555	219,304	164,282	233,911	21,738	22,398	278,047
Dutch West Indies	15,468	23,069	34,816	52,557	30,861	44,398	49,424	59,669	11,433	1,035	72,137
French West Indies	14,480	19,717	8,487	13,489	8,247	22,884	17,316	10,103	910	1,491	12,504
Haitian Republic	66,340	79,848	93,395	75,633	42,098	79,347	89,791	83,530	13,409	1,416	98,355
Virgin Islands of U. S.	9,243	10,625	9,145	9,557	7,012	6,631	5,436	2,768	593	1,786	5,147
Argentina	7,561,022	5,986,614	6,598,419	4,113,594	1,551,422	2,509,524	3,594,444	3,254,078	349,998	254,944	3,859,020
Bolivia	24,003	44,259	62,768	82,293	8,263	31,674	33,888	43,780	4,977	499	49,256
Brazil	5,501,489	5,076,652	3,612,032	3,093,085	400,194	1,123,382	1,169,783	1,772,745	118,611	67,804	1,959,160
Chile	358,904	900,915	1,006,850	802,941	208,632	429,618	438,362	519,760	46,668	46,955	613,383
Colombia	259,607	426,620	686,081	880,829	180,913	323,484	535,102	531,110	80,377	35,157	646,644
Ecuador	34,774	42,831	36,826	31,863	29,628	45,259	49,399	49,343	8,074	3,931	61,348
British Guiana	24,762	21,772	15,793	18,106	4,414	2,285	5,820	2,632	135	.....	2,767
Dutch Guiana	2,891	4,145	3,334	4,553	2,681	3,533	1,731	1,573	246	547	2,366
French Guiana	2,518	2,540	1,346	1,300	522	2,014	329	2,054	19	.....	2,073
Paraguay	5,554	8,669	15,898	24,306	4,284	4,799	10,436	37,664	4,508	336	42,508
Peru	416,703	624,466	513,046	467,416	418,270	367,319	393,404	359,207	49,030	14,112	422,349
Uruguay	321,328	547,709	506,268	632,029	258,782	457,112	524,105	385,009	24,950	32,101	442,060
Venezuela	168,439	349,234	564,137	511,519	247,991	439,716	552,512	456,238	59,460	5,927	521,625
Asia:											
Aden	4,144	3,325	7,743	15,102	5,560	14,477	7,017	5,669	566	671	6,906
British India	410,713	693,357	995,138	1,435,288	259,769	516,586	571,833	1,035,769	53,599	102,669	1,192,037
Ceylon	56,944	110,249	166,964	149,717	72,095	124,853	223,415	163,089	14,929	20,582	198,600
British Malaya	242,465	507,124	621,313	565,784	165,622	265,396	250,413	415,817	12,907	37,312	466,036
Other British East Indies	1,526	1,930	.....	.....	.....	76	.....	.....	.....	.....	.....
China	144,975	312,609	368,547	340,134	96,420	238,721	388,965	280,430	27,239	11,597	319,266
Java and Madura	230,118	301,717	400,271	692,209	300,368	471,267	525,641	601,069	41,788	30,280	673,137
Other Dutch East Indies	50,896	91,979	129,432	157,998	28,892	29,716	59,588	112,675	10,265	848	123,788
French Indo-China	7,022	8,607	4,043	3,711	1,580	532	2,114	2,124	319	.....	2,443
Hejaz, Arabia and Iraq	18,390	26,097	52,015	66,798	5,133	77,510	117,492	46,923	5,419	3,822	56,164
Hongkong	42,658	68,915	60,626	124,071	14,354	17,914	6,911	2,565	345	450	3,360
Japan	1,202,539	1,848,987	2,873,991	6,128,719	1,013,611	1,090,135	1,248,610	752,830	100,800	155,788	1,009,418
Kwantung	15,857	10,822	35,483	32,942	4,261	602	2,609	3,469	210	.....	3,679
Palestine and Syria	103,316	120,972	143,306	162,655	58,329	127,200	115,572	151,769	13,514	1,330	166,613
Persia	2,391	5,265	22,066	114,883	2,285	1,364	64,445	85,120	10,275	17,105	112,500
Philippine Islands	369,249	538,159	672,728	696,990	820,461	1,006,217	1,167,837	1,393,962	223,004	197,829	1,814,795
Russia	504	704	115	34,298	3,103	.....	.....	3,509	968	.....	4,477
Siam	7,225	12,350	37,303	74,745	7,341	2,187	7,072	11,266	2,606	.....	13,872
Turkey	3,392	7,871	19,430	39,416	798	197	6,588	39,158	7,494	999	47,651
Other Asia	1,583	.....	161	1,852	.....	286	354	.....	.....	.....	.....
Oceania:											
Australia	2,764,924	3,497,407	4,065,734	4,522,477	1,306,590	1,881,308	1,733,560	1,368,496	55,142	384,787	1,808,425
New Zealand	831,345	1,024,830	1,258,123	1,113,867	887,823	1,127,898	499,335	141,999	9,148	71,661	222,808
Other British Oceania	8,175	11,843	22,097	26,729	2,317	2,154	11,852	2,820	624	256	3,700
French Oceania	13,674	13,694	9,456	12,295	6,746	7,071	10,348	4,308	769	1,774	6,851
Other Oceania	5,764	13,975	.....	.....	5,230	23,097	.....	.....	.....	.....	.....
Africa:											
Belgian Congo	9,479	43,754	51,216	22,216	1,084	1,297	13,774	1,771	117	317	2,205
British West Africa	130,286	207,741	201,986	481,195	34,411	33,946	65,178	141,797	20,977	.....	162,774
British South Africa	936,577	1,277,706	1,381,886	1,517,313	430,200	389,907	310,617	506,750	42,501	24,471	573,722
British East Africa	87,070	154,197	186,273	223,786	68,835	84,477	66,898	144,379	11,996	1,820	158,195
Canary Islands	49,351	69,600	78,569	55,486	68,761	79,570	128,639	128,214	12,279	19,816	160,309
Egypt	75,070	119,368	129,075	1,197,461	41,964	97,176	140,114	128,887	17,783	37,534	184,204
Algeria and Tunis	10,316	8,473	5,297	6,112	1,427	.....	3,204	7,007	1,170	874	9,051
Other French Africa	43,486	60,859	109,425	76,216	679	6,116	3,390	12,752	2,386	.....	15,138
Italian Africa	210	1,342	1,924	5,125	.....	2,206	1,134	460	.....	2,147	2,607
Liberia	362	3,429	3,405	12,404	612	6,270	1,675	8,093	1,637	.....	9,730
Morocco	30,284	68,46(	85,462	73,111	6,650	7,130	48,367	188,369	18,832	4,450	211,651
Portuguese East Africa	26,435	47,33(	27,825	45,142	8,831	9,752	6,426	15,611	2,664	2,640	20,915
Other Portuguese Africa	24,820	20,324	36,181	58,630	9,100	10,403	13,213	19,710	4,114	.....	23,824
Spanish Africa	26,980	17,228	17,847	16,641	2,657	12,999	4,948	3,630	53	.....	3,683
Other Countries	3,436	31:	26,717	243,319	3,407	.....	89	2,542	418	79	3,039
Total	$71,161,226	$80,310,49(	$93,888,680	$99,344,572	$19,774,651	$27,210,162	$30,840,589	$33,787,315	$3,499,302	$2,887,082	$40,173,699

American Car Exports

Countries	Up to $500	$500 to $800	$800 to $1200	$1200 to $2000	Over $2000	Total
Europe—						
	2	*17*	*36*	*30*	*11*	*96*
Austria	$1,074	$10,884	$30,753	$38,024	$25,592	$106,327
	18	*52*	*25*	*14*	*1*	*110*
Azores & Madeira Islands	$7,516	$30,241	$20,695	$17,456	$1,827	$77,735
	931	*3,646*	*6,358*	*2,191*	*560*	*13,686*
Belgium	$416,116	$2,036,212	$5,681,860	$2,780,888	$1,305,983	$12,221,059
	3	*6*	*26*	*7*	....	*42*
Bulgaria	$1,154	$3,361	$23,315	$8,950	....	$36,780
	50	*193*	*163*	*63*	*32*	*501*
Czechoslovakia	$19,962	$120,622	$140,943	$79,261	$69,225	$430,013
	5,602	*4,869*	*3,163*	*1,095*	*112*	*14,841*
Denmark	$1,893,008	$2,483,921	$2,581,908	$1,264,316	$269,885	$8,493,038
	16	*401*	*1,255*	*610*	*148*	*2,430*
Finland	$7,798	$251,769	$1,084,480	$746,191	$312,972	$2,403,210
	26	*66*	*734*	*524*	*350*	*1,700*
France	$10,622	$45,185	$674,791	$662,918	$828,578	$2,222,094
	582	*1,316*	*4,424*	*1,200*	*952*	*8,474*
Germany	$114,433	$789,417	$3,853,097	$1,500,308	$2,338,804	$8,596,059
	474	*202*	*282*	*76*	*22*	*1,056*
Greece	$183,170	$115,566	$222,102	$95,394	$59,947	$676,179
	5	*54*	*152*	*93*	*20*	*324*
Hungary	$2,285	$29,788	$126,203	$113,490	$42,025	$313,791
Iceland & Faroe Islands	.....	*5*	*9*	*3*	.....	*17*
	.....	$3,153	$7,563	$3,510	.....	$14,226
	252	*131*	*231*	*180*	*55*	*849*
Italy	$85,871	$57,757	$197,795	$226,794	$140,396	$708,613
	.....	*1*	*53*	*6*	*6*	*66*
Latvia	.....	$879	$43,767	$6,970	$20,989	$72,605
	.....	*6*	*27*	*13*	*1*	*47*
Lithuania	.....	$3,801	$21,343	$17,388	$2,264	$44,796
Malta, Gozo & Cyprus Is.	*1*	*15*	*29*	*13*	.....	*58*
	$496	$10,573	$23,716	$15,036	.....	$49,821
	19	*634*	*1,295*	*671*	*197*	*2,816*
Netherlands	$7,642	$384,778	$1,058,193	$837,870	$457,022	$2,745,505
	32	*332*	*583*	*283*	*85*	*1,315*
Norway	$12,773	$193,970	$488,911	$342,270	$188,669	$1,226,593
	4	*130*	*232*	*71*	*15*	*452*
Poland & Danzig	$1,692	$77,158	$189,525	$86,728	$35,925	$391,028
	110	*618*	*347*	*181*	*30*	*1,286*
Portugal	$47,164	$293,787	$288,036	$216,037	$67,633	$912,657
	551	*1,445*	*537*	*299*	*83*	*2,915*
Rumania	$201,842	$315,310	$446,764	$341,879	$196,986	$1,502,781
	107	*7*	*12*	*52*	*21*	*199*
Russia	$37,774	$3,900	$10,202	$66,468	$50,782	$169,126
	170	*1,920*	*2,844*	*1,942*	*539*	*7,515*
Spain	$74,502	$1,181,690	$2,469,627	$2,475,520	$1,507,546	$7,708,885
	44	*1,552*	*2,510*	*1,326*	*219*	*5,651*
Sweden	$20,516	$950,398	$2,089,890	$1,646,964	$469,783	$5,177,551
	59	*231*	*338*	*349*	*194*	*1,171*
Switzerland	$27,201	$148,172	$293,609	$448,477	$434,088	$1,351,547
	77	*286*	*204*	*68*	*19*	*654*
Turkey	$27,597	$155,353	$172,616	$79,921	$40,707	$476,194
	833	*5,375*	*3,650*	*743*	*584*	*11,185*
United Kingdom	$369,609	$3,209,230	$2,897,738	$1,002,904	$1,388,553	$8,868,034
Irish Free State	.....	*21*	*45*	*28*	*2*	*96*
	.....	$27,622	$37,636	$35,335	$5,627	$106,220
	33	*95*	*103*	*39*	*15*	*285*
Yugoslavia	$16,307	$53,985	$86,726	$43,341	$40,689	$241,048
America—						
	6	.....	*4*	*168*	.....	*178*
British Honduras	$2,150	.....	$3,569	$4,892	.....	$10,611
	3,452	*18,928*	*7,138*	*3,479*	*1,139*	*34,136*
Canada	$968,804	$10,443,432	$6,715,177	$5,143,533	$3,155,880	$26,426,826
	13	*35*	*166*	*107*	*21*	*342*
Costa Rica	$5,064	$24,638	$141,240	$122,172	$42,810	$336,924
	5	*19*	*126*	*147*	*48*	*345*
Guatemala	$1,754	$12,643	$116,701	$188,836	$109,532	$429,766
	20	*17*	*23*	*7*	.....	*67*
Honduras	$6,739	$11,533	$19,775	$8,964	.....	$47,011
	22	*11*	*56*	*27*	*2*	*118*
Nicaragua	$7,070	$7,589	$50,336	$33,399	$4,897	$103,291
	231	*155*	*269*	*182*	*69*	*906*
Panama	$87,598	$86,220	$234,461	$228,152	$169,735	$806,166
	6	*41*	*117*	*51*	*41*	*256*
Salvador	$2,131	$27,221	$102,156	$65,695	$96,303	$293,506
	2,640	*1,503*	*1,171*	*547*	*167*	*6,028*
Mexico	$935,876	$935,377	$1,098,531	$748,935	$409,212	$4,127,931
Newfoundland & Labrador	*23*	*115*	*105*	*56*	*1*	*300*
	$4,073	$69,656	$88,702	$65,487	$1,663	$229,581
	.....	*17*	*31*	*10*	.....	*58*
Barbados	.....	$11,240	$26,788	$12,557	.....	$50,585
	86	*182*	*208*	*44*	*18*	*538*
Jamaica	$28,285	$103,872	$174,675	$55,634	$42,497	$404,963
	3	*6*	*92*	*15*	*1*	*117*
Trinidad & Tobago	$1,550	$3,919	$76,294	$18,405	$1,700	$101,868
Other British West Indies	*102*	*19*	*33*	*11*	*3*	*168*
	$26,853	$11,592	$29,004	$14,847	$8,155	$90,451
	1,134	*1,783*	*904*	*447*	*215*	*4,483*
Cuba	$408,025	$915,923	$810,575	$604,644	$598,373	$3,337,540
Dominican Republic	*238*	*475*	*207*	*84*	*36*	*1,040*
	$106,736	$249,553	$177,446	$98,842	$86,807	$719,384
	14	*14*	*81*	*40*	*4*	*153*
Dutch West Indies	$5,226	$9,033	$73,625	$46,739	$7,728	$142,351
	12	*16*	*5*	.....	.....	*33*
French West Indies	$5,000	$7,954	$4,015	.....	.....	$16,969
	7	*29*	*75*	*30*	*5*	*146*
Haitian Republic	$2,590	$20,533	$67,356	$34,823	$10,259	$135,561
	21	*7*	*7*	*3*	.....	*38*
Virgin Islands	$6,131	$3,999	$6,145	$3,855	.....	$20,130

Countries	Up to $500	$500 to $800	$800 to $1200	$1200 to $2000	Over $2000	Total
	14,517	*8,754*	*8,136*	*2,181*	*657*	*34,245*
Argentina	$5,371,969	$4,938,657	$6,757,001	$2,659,660	$1,630,092	$21,357,379
	.....	*14*	*45*	*40*	*19*	*118*
Bolivia	.....	$8,306	$34,731	$50,546	$50,696	$144,279
	6,449	*2,228*	*3,897*	*1,107*	*387*	*14,068*
Brazil	$2,433,161	$1,392,962	$3,281,163	$1,314,133	$862,591	$9,284,010
	647	*284*	*485*	*273*	*97*	*1,786*
Chile	$145,625	$173,309	$405,936	$333,955	$229,892	$1,288,717
	140	*181*	*748*	*544*	*172*	*1,785*
Colombia	$53,886	$127,678	$653,506	$674,885	$458,943	$1,962,898
	25	*28*	*34*	*45*	*22*	*154*
Ecuador	$8,942	$16,710	$30,259	$53,423	$38,813	$148,147
	96	*2*	*17*	.....	.....	*115*
British Guiana	$35,775	$1,365	$14,048	.....	.....	$51,188
	9	*6*	*3*	*4*	*1*	*23*
Dutch Guiana	$3,529	$4,335	$2,938	$6,100	$2,951	$19,853
	16	*8*	*29*	*8*	.....	*61*
Paraguay	$5,616	$5,292	$24,420	$9,014	.....	$44,342
	234	*148*	*314*	*120*	*15*	*831*
Peru	$88,440	$86,577	$273,343	$143,336	$33,960	$625,656
	794	*1,093*	*1,014*	*265*	*82*	*3,248*
Uruguay	$308,505	$590,982	$876,923	$325,787	$216,334	$2,318,531
	411	*231*	*671*	*420*	*125*	*1,858*
Venezuela	$140,275	$162,429	$573,232	$497,260	$310,966	$1,684,162
Asia—						
	21	*32*	*14*	.....	.....	*67*
Aden	$10,285	$17,753	$10,781	.....	.....	$38,819
	22	*596*	*2,607*	*245*	*61*	*3,531*
British India	$7,709	$379,230	$2,148,128	$308,098	$135,139	$2,978,304
	7	*70*	*409*	*55*	*9*	*550*
Ceylon	$1,890	$45,391	$353,542	$70,570	$17,333	$488,726
	46	*289*	*398*	*90*	*11*	*834*
British Malaya	$21,612	$180,407	$339,443	$100,298	$25,754	$667,514
	196	*307*	*239*	*81*	*22*	*845*
China	$68,740	$215,690	$216,065	$110,307	$54,457	$665,259
	444	*3,733*	*1,752*	*514*	*141*	*6,584*
Java & Madura	$211,628	$1,936,566	$1,455,588	$618,187	$328,570	$4,550,539
Other Dutch East Indies	*11*	*164*	*257*	*45*	*25*	*502*
	$5,523	$101,168	$212,616	$58,689	$50,489	$428,485
	22	*6*	*5*	.....	.....	*33*
French Indo-China	$7,750	$4,570	$4,512	.....	.....	$16,832
Hejaz, Arabia & Iraq	*201*	*17*	*89*	*17*	*2*	*320*
	$75,455	$10,432	$74,846	$22,404	$4,433	$187,570
	129	*54*	*58*	*4*	*4*	*249*
Hong Kong	$43,282	$39,131	$51,803	$6,272	$12,460	$152,948
	515	*935*	*792*	*323*	*120*	*2,685*
Japan	$214,941	$602,262	$744,134	$436,247	$318,701	$2,316,285
	14	*76*	*35*	*3*	*1*	*129*
Kwantung	$7,800	$51,319	$30,578	$4,561	$2,320	$96,578
	177	*153*	*432*	*101*	*6*	*869*
Palestine & Syria	$63,146	$94,619	$339,925	$125,084	$14,388	$637,162
	217	*26*	*46*	*10*	*2*	*301*
Persia	$84,227	$13,691	$39,554	$12,213	$3,947	$153,632
	777	*1,206*	*1,049*	*300*	*90*	*3,422*
Philippine Islands	$327,070	$747,616	$952,191	$412,099	$220,780	$2,659,756
	.....	*20*	*25*	*2*	.....	*47*
Russia	.....	$15,034	$18,098	$2,246	.....	$35,378
	.....	*44*	*53*	*1*	.....	*98*
Siam	.....	$31,457	$41,994	$1,228	.....	$74,679
	145	*52*	*16*	*2*	*1*	*216*
Turkey	$53,525	$25,491	$13,754	$2,897	$3,454	$98,121
Oceania—	*12,014*	*15,449*	*8,497*	*4,147*	*847*	*40,954*
Australia	$4,753,657	$8,218,281	$7,044,039	$4,862,100	$1,807,538	$26,685,615
	1,216	*1,445*	*1,986*	*629*	*113*	*5,389*
New Zealand	$480,948	$840,989	$1,698,683	$749,149	$244,886	$4,014,655
Other British Oceania	*20*	*27*	*63*	*13*	.....	*123*
	$8,368	$16,239	$53,250	$15,917	.....	$93,774
	12	*8*	*10*	.....	*1*	*31*
French Oceania	$3,265	$5,773	$9,949	.....	$2,500	$21,487
Africa—	.....	*9*	*15*	.....	.....	*24*
Belgian Congo	.....	$4,885	$11,496	.....	.....	$16,381
	41	*94*	*114*	*81*	*4*	*334*
British West Africa	$17,657	$56,570	$95,530	$101,436	$9,424	$280,617
	4,875	*3,404*	*6,866*	*2,587*	*148*	*17,880*
British South Africa	$1,903,278	$2,062,261	$5,654,189	$2,984,131	$307,046	$12,910,905
	43	*168*	*333*	*130*	*6*	*680*
British East Africa	$18,221	$104,413	$280,494	$150,804	$11,946	$565,878
	.....	*29*	*80*	*28*	*5*	*142*
Canary Islands	.....	$19,516	$67,600	$35,914	$11,570	$134,600
	576	*1,716*	*846*	*261*	*34*	*3,433*
Egypt	$216,479	$859,097	$726,191	$308,780	$78,855	$2,189,402
	.....	*8*	*36*	*5*	.....	*49*
Algeria & Tunis	.....	$5,428	$29,653	$6,117	.....	$41,198
Other French Africa	*31*	*4*	*26*	*8*	.....	*69*
	$9,679	$2,525	$21,499	$9,463	.....	$43,166
	9	*1*	*7*	*1*	*1*	*19*
Liberia	$3,255	$764	$6,283	$1,655	$2,555	$14,492
	73	*42*	*98*	*29*	.....	*242*
Morocco	$36,825	$23,816	$91,353	$37,416	.....	$189,410
Portuguese East Africa	*33*	*38*	*198*	*47*	*3*	*319*
	$1,062	$24,893	$159,129	$53,765	$5,330	$244,179
Other Portuguese Africa	*8*	*11*	*63*	*17*	.....	*99*
	$2,116	$6,713	$49,561	$19,576	.....	$77,966
	1	*1*	*26*	*7*	.....	*35*
Spanish Africa	$450	$880	$21,630	$8,629	.....	$31,589
	.....	*5*	*28*	*11*	*5*	*49*
Other Countries	.....	$3,167	$21,928	$13,428	$12,963	$51,486
	63,270	*90,214*	*83,446*	*32,426*	*9,382*	*278,742*
Totals	$23,455,325	$50,215,348	$71,297,884	$40,418,798	$22,570,124	$207,957,479

American Truck Exports

Country	Total 1926	1927 Up to 1 Ton	1927 1 to 2½ Tons	1927 Over 2½ Tons	Total 1927
Austria	12	8	1		9
	$9,683	$6,987	$1,226		$8,213
Azores & Madeira Island	40	54	7		61
	$23,118	$25,221	$7,319		$32,540
Belgium	1,925	4,090	31	2	4,123
	$754,375	$1,751,497	$40,562	$7,828	$1,799,887
Czechoslovakia		64			64
		$25,613			$25,613
Denmark	3,289	7,443	124	2	7,559
	$1,444,138	$3,275,152	$151,221	$3,840	$3,430,213
Finland	116	111	140	5	256
	$155,049	$83,965	$187,148	$15,139	$286,252
France	107	297	3		300
	$60,805	$144,908	$3,080		$147,988
Germany	1,077	714	59	1	774
	$437,010	$330,977	$66,291	$6,850	$404,118
Greece	4	209	31	1	241
	$2,571	$92,332	$34,983	$5,506	$132,821
Hungary	4	14	27	4	45
	$4,753	$10,703	$29,588	$12,027	$52,318
Iceland	1	6	5		11
	$598	$2,754	$4,329		$7,083
Italy	2,291	189	8	2	199
	$594,244	$53,713	$10,208	$4,028	$67,949
Latvia	2		8		8
	$1,935		$8,469		$8,469
Malta, Gozo & Cyprus	2	4	6		10
	$1,062	$2,448	$4,462		$6,910
Netherlands	217	22	125	1	148
	$274,478	$20,407	$171,017	$5,580	$197,004
Norway	179	54	192	20	266
	$252,078	$41,113	$273,676	$66,326	$381,115
Poland & Danzig	1	5		2	7
	$3,000	$4,487		$6,340	$10,827
Portugal	126	542	72	1	615
	$83,909	$259,824	$83,240	$2,200	$345,264
Rumania	2	713	25	2	740
	$1,324	$256,301	$28,945	$4,800	$290,046
Russia	180	145	16	23	184
	$76,528	$61,009	$18,400	$154,013	$233,422
Spain	2,227	2,770	431	2	3,203
	$1,179,683	$1,287,605	$405,765	$5,351	$1,698,721
Sweden	367	459	373	8	840
	$372,875	$215,205	$455,064	$10,957	$681,226
Switzerland	15	3	26		29
	$18,041	$2,274	$32,489		$34,763
Turkey	63	201	9		210
	$36,603	$95,423	$15,315		$110,738
United Kingdom	4,895	5,184	261	30	5,475
	$3,018,500	$2,321,693	$328,573	$57,743	$2,708,009
Irish Free State	26	27	8		35
	$16,994	$18,838	$9,944		$28,782
British Honduras	6	2	1		3
	$4,304	$913	$1,000		$1,913
Canada	3,024	1,398	2,454	362	4,214
	$4,056,788	$882,351	$3,480,746	$1,249,365	$5,612,462
Costa Rica	58	51	55		106
	$56,506	$36,196	$70,366		$106,562
Guatemala	273	42	146	4	192
	$320,277	$28,163	$184,169	$13,288	$225,620
Honduras	31	38	20	4	62
	$27,979	$26,876	$24,326	$7,750	$58,952
Nicaragua	17	14	10	9	33
	$19,744	$7,093	$17,399	$36,526	$61,018
Panama	195	393	125	43	561
	$181,852	$174,486	$183,029	$178,215	$535,730
Salvador	154	48	28	15	91
	$299,206	$28,434	$60,615	$53,870	$142,919
Mexico	2,202	1,250	386	59	1,735
	$2,032,327	$689,359	$547,644	$222,879	$1,459,882
Newfoundland & Labrador	21	21	2	1	24
	$14,738	$10,386	$2,237	$4,117	$16,740
Jamaica	257	144	55	8	207
	$117,884	$59,118	$69,316	$16,863	$145,297
Trinidad & Tobago	32	25	30	5	60
	$37,398	$18,561	$36,199	$21,047	$75,807
Other British West Indies	73	65	51	1	117
	$38,720	$21,444	$57,851	$800	$80,095
Cuba	1,909	1,313	344	185	1,842
	$1,393,771	$594,701	$612,453	$740,465	$1,947,619
Dominican Republic	312	241	69	5	315
	$231,384	$115,286	$131,946	$11,765	$258,997
Dutch West Indies	81	117	18	6	141
	$52,702	$64,638	$16,622	$21,080	$102,340
French West Indies	23	19			19
	$8,014	$7,829			$7,829
Haitian Republic	182	32	21	2	55
	$145,299	$17,885	$33,269	$8,892	$60,046
Virgin Islands of U. S.	2	14	3	2	19
	$913	$5,014	$3,455	$5,309	$13,778
Argentina	2,473	8,943	1,178	433	10,554
	$2,197,126	$4,175,389	$1,914,208	$1,158,827	$7,248,424

Country	Total 1926	1927 Up to 1 Ton	1927 1 to 2½ Tons	1927 Over 2½ Tons	Total 1927
Bolivia	76	11	53	2	66
	$107,557	$9,775	$83,093	$6,557	$99,425
Brazil	5,886	10,093	898	70	11,061
	$2,701,098	$4,412,561	$773,334	$164,262	$5,350,157
Chile	753	526	273	56	855
	$896,212	$184,009	$404,036	$162,508	$750,553
Colombia	1,299	305	701	96	1,102
	$1,534,315	$223,215	$1,158,730	$278,381	$1,660,326
Ecuador	10	29	33		62
	$19,577	$15,661	$47,821		$63,482
Paraguay	82	74	10	2	86
	$32,752	$25,902	$12,270	$4,812	$42,984
Peru	1,001	368	275	26	669
	$837,031	$189,278	$446,177	$46,030	$681,485
Uruguay	1,359	910	161	80	1,151
	$613,910	$432,306	$331,761	$293,212	$1,057,279
Venezuela	1,230	416	211	57	684
	$1,264,623	$218,600	$334,350	$162,537	$715,487
Aden		2	3		5
		$640	$2,826		$3,466
British India	1,456	1,670	238	5	1,913
	$1,158,047	$1,200,214	$236,676	$15,700	$1,452,590
Ceylon	393	184	157	3	344
	$405,240	$142,618	$209,423	$6,655	$358,696
British Malaya	114	47	82	8	137
	$168,310	$36,128	$103,492	$18,421	$158,041
China	890	373	91	6	470
	$512,069	$185,311	$132,412	$15,748	$333,471
Java & Madura	199	3,704	191	1	3,896
	$190,834	$1,820,906	$194,816	$1,713	$2,017,435
Other Dutch East Indies	119	134	31		165
	$135,076	$96,883	$34,984		$131,867
French-Indo China	27	37			37
	$8,771	$11,811			$11,811
Hejaz, Arabia & Iraq	46	182	6		188
	$30,495	$114,471	$7,533		$122,004
Hongkong	72	134		1	135
	$27,513	$47,449		$7,144	$54,593
Japan	167	235	149	11	395
	$292,175	$131,161	$356,149	$68,136	$555,446
Kwantung	69	91	25	4	120
	$48,632	$53,333	$27,797	$9,132	$90,262
Palestine & Syria	169	83	61	5	149
	$195,319	$56,264	$80,783	$43,550	$180,597
Persia	56	465	16	6	487
	$96,582	$88,935	$18,729	$37,130	$144,794
Philippine Islands	1,246	1,091	382	26	1,499
	$677,696	$454,476	$403,119	$51,494	$909,089
Siam	10	58	19		77
	$8,305	$38,225	$12,921		$51,146
Turkey	15	108	5		113
	$8,274	$43,107	$3,146		$46,253
Australia	15,150	20,945	2,981	481	24,407
	$10,329,966	$10,075,881	$3,342,807	$942,486	$14,361,174
New Zealand	1,833	757	343	26	1,126
	$1,402,521	$368,819	$466,848	$54,159	$889,821
Other British Oceania	23	10	4		14
	$15,329	$4,998	$4,248		$9,246
French Oceania	5	6	1		7
	$4,105	$2,104	$700		$2,804
Belgian Congo	287	52	1		53
	$117,258	$23,132	$1,218		$24,350
British West Africa	1,141	525	1,831	1	2,357
	$1,164,160	$367,254	$2,151,515	$2,658	$2,521,427
British South Africa	1,286	2,173	883	36	3,092
	$994,484	$1,100,902	$1,011,413	$109,599	$2,221,914
British East Africa	426	205	142	1	348
	$310,357	$138,737	$147,304	$2,559	$288,600
Canary Islands	17	25	20	13	58
	$20,742	$15,207	$25,854	$25,482	$66,543
Egypt	382	1,357	60		1,417
	$136,969	$514,018	$51,511		$565,529
Algeria & Tunis	7	13	1		14
	$2,582	$4,918	$3,380		$8,298
Other French Africa	446	124	70		194
	$194,479	$40,225	$65,170		$105,395
Liberia	22	41	17		58
	$12,421	$19,719	$49,924		$69,643
Morocco	99	366	11		377
	$63,161	$156,628	$15,028		$171,656
Portuguese East Africa	17	31	40	3	74
	$28,090	$26,313	$47,048	$11,132	$84,493
Other Portuguese Africa	138	101	14		115
	$100,007	$77,816	$17,619		$95,435
Spanish Africa	1	18	5		23
	$1,075	$16,786	$5,514		$22,300
Other Countries	252	46	38		84
	$141,542	$25,110	$44,154		$69,264
Totals	66,783	85,663	17,517	2,276	105,456
	$47,079,164	$40,536,377	$22,685,792	$6,660,783	$69,912,952

Miscellaneous Exports

COUNTRIES	BRITISH (10 Months)							FRENCH (10 Months)		CANADA	AMERICAN			
	Chassis		Parts	Passenger		Trucks		Cars	Trucks	Parts	Electrics		Airplanes	
	No.	Value	Value	No.	Value	No.	Value	No.	No.	Value	No.	Value	No.	Value
Algeria and Tunis			£ 126					5,744	658					
Argentina	496	£161,351	31,042	127	£43,883	16	£5,295	480	86	$391,164	2	$3,206	1	$8,875
Australia	11,781	1,958,850	219,658	570	208,644	89	34,390			768,226	10	9,528	3	17,441
Belgium	13	6,875	19,795	50	11,196			3,977	312	36,369			2	28,000
Brazil	102	61,996	34,192	28	7,916	70	64,985	193	7	120,587	12	14,000	1	16,239
British Africa	545	207,560	153,057	1,722	341,903	246	114,932			325,436	2	6,228		
British India	235	88,015	216,674	2,154	505,089	259	139,121			289,208				
Canada	104	59,577	18,949	56	22,720	2	486	2			38	102,287	26	196,723
Ceylon	72	19,731	22,449	483	99,719	8	3,700			8,161				
China	40	14,822	7,251	154	30,224	7	6,595			1,142	1	1,768		
Denmark	6	3,912	24,513	122	34,483	3	600			21,468				
Dutch East Indies			711							190,070				
Egypt	21	6,072	12,353	197	44,915	17	11,702			3,390				
France	43	55,659	35,722	49	21,819	2	795			6				
French Indo-China			50					1,509	154					
Germany	22	6,670	46,115	191	30,738	6	3,275	1,170	235	110,735	2	4,012		
Irish Free State	113	55,652	125,499	1,916	382,140	189	117,158			5,221				
Italy	1	450	28,643	7	2,868			392	34					
Japan	24	4,734	13,958	109	25,575	2	1,195	169	2	64,989	10	11,830	2	49,112
Madagascar								247	100	688				
Mexico			318	2	468					50	13	13,296	1	10,001
Morocco	2	280	72			2	556	1,256	292	19				
Netherlands	15	7,789	19,796	77	15,417	9	2,871	1,284	80	1,553			3	17,075
New Zealand	579	136,395	59,302	1,178	236,150	33	19,546			295,696	1	1,512		
Norway	7	2,745	3,006	40	8,560			30		1,155	1	4,845		
Portugal	123	16,162	9 008	78	14,156	7	4,165	406	55					
Russia	13	20,140	20,685	1	739	38	51,452			506	1	4,755		
Siam	48	6,199	4,010	99	15,994					78,473				
Spain	182	29,698	16,023	155	45,456	8	4,632	6,158	766	629				
Straits Settlements	295	76,599	42,709	1,207	224,474	19	16,508			334,319				
Switzerland	12	7,065	6,253	37	7,120			3,464	250	1,076				
United Kingdom								4,911	162	195,785	15	17,571		
United States	11	9,147	3,909	36	28,110			206	3	130,892				
Other Countries	594	188,062	183,576	1,480	288,523	423	306,803	8,464	1,174	57,377	6	12,202	24	504,802
Totals	15,469	£3,212,207	£1,379,424	12,325	£2,698,999	1,455	£910,762	40,062	4,375	$3,434,390	114	$207,040	63	$848,268

Imports of Motor Cars Into U. S.

	No.	Value
1917	105	$ 188,280
1918	105	75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,888
1923	853	884,125
1924	604	841,524
1925	672	1,064,975
1926	813	1,352,984
1927	635	1,218,938
Total	5,835	$8,454,556

EXPORTERS of automotive products to the Central European countries will be glad to hear that the old automotive directory published by Braunbeck in Berlin has been revived, a completely new and up-to-date edition just having come out. It comprises the addresses of all makers, dealers, repairmen, tank-stations, clubs, organizations, authorities, etc., having anything at all to do with motoring, aviation and motor boating in Germany, Austria, Holland, Jugoslavia, Luxembourg, Poland, Switzerland, Czechoslovakia and Hungary. The motor papers, experts and motor journalists are also included.

Information is also given respecting import duties, the organization of the various corporations connected with the automotive field and numerous other items of interest and importance. The publisher is Verlag Gustav Braunbeck, Berlin W. 35.

1926 Canadian Vehicle Exports

COUNTRIES	PASSENGER		TRUCKS	
	No.	Value	No.	Value
Aden	50	$23,214	16	$4,594
Argentina	1,673	1,229,902	2	5,880
Australia	6,758	2,000,581	1,481	484,086
Belgium	156	125,559		
Brazil	888	746,275		
British Africa	2,501	1,115,557	2,487	880,495
British Guiana	90	47,913	26	7,599
British India	5,987	2,998,814	5,644	1,989,586
British West Indies, Other	110	52,450	18	7,050
Canary Islands	77	48,864	64	24,659
Ceylon	685	363,913	323	117,076
Chile	555	305,087	451	175,049
China	250	215,660	16	6,170
Colombia	446	308,624	532	215,260
Cuba	84	91,932		
Denmark	74	82,231		
Dutch East Indies	1,968	1,175,887	509	149,331
Dutch West Indies	39	22,978	41	15,788
Egypt	787	408,286	362	140,349
Finland	198	137,260		
France	34	28,438		
Germany	226	278,999		
Haiti	68	34,175	48	18,583
Jamaica	491	270,634	166	66,121
Japan	581	406,729	65	25,115
Mexico	70	59,368	6	2,323
Netherlands	69	40,404		
Newfoundland	26	9,551	15	4,785
New Zealand	1,385	738,861	335	113,669
Norway	373	234,608		
Portuguese Africa	166	70,531	229	87,794
Rumania	1,127	529,314	408	158,069
Siam	29	14,189	362	108,009
Spain	3	3,264		
Straits Settlements	889	389,848	418	131,726
Sweden	320	215,501		
Trinidad & Tobago	231	119,947	160	56,515
United Kingdom	6,946	5,303,072	295	85,415
United States	237	71,694	4	5,757
Uruguay	431	270,374		
Venezuela	428	217,966	578	224,521
Yugoslavia	187	89,436	66	24,858
Other Countries	2,207	1,264,978	2,387	935,894
Totals	39,900	$22,162,868	17,514	$6,272,126

AUTOMOTIVE NEWS SECTION INDUSTRIES

Philadelphia, Pennsylvania

February 18, 1928

Factories Increase Output to Meet Spring Sales Peak

PHILADELPHIA, Feb. 18—Production continues to be stepped up in many of the most important automobile factories. Although output is considerably in excess of retail sales, this is the normal condition for the season, as stocks are accumulated in anticipation of the spring buying peak. It is, too, apparently a fact that several producers are behind in retail deliveries, as a result in some instances of drastic price cuts and in others of delays in getting under production on new models.

On the whole, the situation appears more favorable than a year ago. Not only is the general activity greater, but prosperous conditions are more widely spread. A greater number of the factories are participating in the gains than was the case in 1927.

Current retail sales are largely the aftermath of the national automobile shows and the exhibitions that are now being held locally. After the subsidence of the show buying a lull is more or less expected until the spring demand begins to swell.

Each day that goes by without further price cuts considerably enhances the prospect that the present level will hold at least until the early summer. Spring price cuts are rare phenomena in the industry, as the best buying season is considered a poor time for such tactics.

Chevrolet Schedules 120,475 for February

DETROIT, Feb. 13—Chevrolet manufactured 91,584 units in January, breaking all records for that month, President W. S. Knudsen announced today. He revealed that the schedule of 120,475 units set for February will probably be exceeded. In March Chevrolet plans to manufacture 127,000 automobiles, he declared, bringing production for the first quarter to 331,059 vehicles.

According to R. H. Grant, vice-president in charge of sales, 125,000 Chevrolets have been sold at retail since the first of the year and he is confident that Chevrolet will sell 1,000,000 more cars this year.

Krauss Gilmer President

PHILADELPHIA, Feb. 15—The L. H. Gilmer Co. has announced the elevation of John S. Krauss to the office of president, succeeding L. H. Gilmer, former president and founder of the company 21 years ago, who becomes chairman of the board. Mr. Krauss joined the company as factory manager and has held progressively the offices of secretary and treasurer and later vice-president and general manager.

Ford Says Company Building 1000 Daily

DETROIT, Feb. 13—Henry Ford is quoted here as saying that Ford Motor Co. is now producing approximately 1000 cars a day, and that output will be increased to 2000 units a day toward the end of March.

"The new car is coming fine," Mr. Ford said. "You can't get a great plant overhauled and converted from one type of product to another in a day. It is easy to design a new car. It is a tremendous task to get into shape to produce it right in every detail and in great quantity.

"We are turning out approximately 1000 cars daily. We will be up to 2000 a day by the end of March, according to our present schedule. After that production will climb more rapidly.

"The removal of considerable machinery and many employees from the Highland Park plant to Fordson was a necessary step. But it is clearing the way for extended cloth and car body manufacture at Highland Park. It is a big plant, and a good one, and is near enough to Fordson to be kept active as one of the essential units of the business."

Willys Schedules 25,000

SAN FRANCISCO, Feb. 13—Production by Willys-Overland Co. will reach 25,000 in February and will approximate 40,000 in March, John N. Willys, president, said here en route for a two weeks' visit to Honolulu. Production of Whippets will run 65 to 75 per cent of the total production, he said. On his return from Honolulu, Mr. Willys will determine the site of the projected California assembly plant which is to have capacity for 125 cars a day.

Durant Sells Adams Axle

BLUFFTON, OHIO, Feb. 15—The Bluffton Mfg. Co. will begin moving its equipment March 1 to Findlay where the company has purchased the Adams Axle Co. plant from the Durant interests.

Aviation Problems Seen Near Solution

NEW YORK, Feb. 15—The fundamental remaining problems of aeronautics will be solved within this generation, according to the report of the Daniel Guggenheim Fund for the Promotion of Aeronautics covering the years of 1926 and 1927.

The report mentions the posting of prizes aggregating $150,000 for the Safe Aircraft Competition, the establishment of a meteorological committee in Washington, with a view toward obtaining more complete weather information and making it available for commercial aviation and the appropriation of $808,000 for general public education in aviation.

Hupmobile Production Exceeds 1927 Schedules

DETROIT, Feb. 13—Hupmobile production and retail sales are reported greater for this time of year than ever before by R. S. Cole, general sales manager. Output in the three months ending with January was 104 per cent larger than for the same months a year ago. Last quarter shipments showed an 87 per cent increase over the 1926 period.

January output was 31 per cent over last January, Mr. Cole said, but retail deliveries exceeded production by more than 400 cars. February output will materially exceed January, he said, while March output is expected to be the greatest single month in the company's history.

Postal Receipts Gain

WASHINGTON, Feb. 15—Postal receipts of the 50 largest industrial cities during January increased 3.66 per cent, according to figures of the Post Office Department, comparing current receipts with receipts for January, 1927. Total receipts for January of this year were $3,437,816. The increase of 3.66 per cent is regarded by the Department as indicative of general business conditions.

Oakland Raises Schedule

DETROIT, Feb. 15—Oakland Motor Car Co. is increasing its production schedule for February from 22,268 cars as originally planned to 25,000 units. The increase is made necessary because of the large number of additional orders, says Mr. W. R. Tracy, vice-president in charge of sales.

New Citroen Model Drops Accessories

Price Reduction of 3000 Francs is Made to Meet Demand From Buyers

PARIS, Feb. 7 *(by mail)*—A cut of 3000 francs has been made by Citroen by marketing what he terms a semi-luxury model. In making this announcement Citroen explains that numbers of prospective clients have asked that many of the accessories usually supplied be abolished in order to get the selling price down. This has been done, with the result that the four-door sedan, which normally sells at 25,600 francs, is now offered at 22,600 francs, the only difference being that the cheaper model has fewer accessories.

This move is enthusiastically approved by dealers and accessory makers, for the lower price makes car sales easier and most of the accessories taken off are usually sold later at a much greater profit than if they had been purchased with the car. While Citroen seeks to disguise the cut by designating the new type a "semi-luxury" model, the trade generally sees nothing more than an important price reduction in order to checkmate Ford, who is just coming on the French market again. Ford price for the four-door sedan is 31,700 francs, or 9,100 francs more than the Citroen.

Colored Top Materials Developed by duPont

WILMINGTON, DEL., Feb. 14—Sportop Fabrics, a recent development of the Fabrikoid development bureau of E. I. duPont de Nemours & Co., Inc., has been announced as a new type of top material to harmonize with advance color schemes now bing applied by the automobile industry. The duPont company believes that this new product will give motor car builders full reign in the modern color designs which this year distinguish the new cars.

Cadillac Schedules 50,000

DETROIT, Feb. 11—Many interesting facts and figures about the organization of Cadillac Motor Car Co. were outlined by President L. P. Fisher in addressing 1000 employees at their banquet in the General Motors Building. The banquet, an annual affair, is given for those who have completed five or 10 years in the service of the company.

Commenting on business, Mr. Fisher declared that 1927 had been by far the biggest production year in Cadillac's history and that the 1928 schedule calls for 50,000 La Salle and Cadillac cars.

To Make Jorgenson Primer

MILWAUKEE, Feb. 11—Manufacture of the Jorgenson primer for motor cars, trucks, tractors, etc., will be resumed, along with other automotive parts and specialties, in the plant of the former Acme Brass & Metal Works at Waupaca, Wis. The property has been purchased by J. E. Fuller and associates of Rockford, Ill., together with patent rights on the primer. The plant is being overhauled, a complete gray iron casting department established in connection with the brass and aluminum furnaces, and the nickeling department remodeled and enlarged.

St. Louis Show Crowds 20,000 More Than 1927

ST. LOUIS, Feb. 12—Ending a week of record-breaking attendance, the twenty-first annual St. Louis Automobile Show closed last week. Paid attendance for the week ran over 125,000, or about 20,000 more than last year, the previous record-breaking show. General expressions of satisfaction were heard due to the gratifying number of sales. An unusual group of prospects were also listed during the week and a large number of additional sales are anticipated in the near future.

K. C. Expects 250,000 Crowd

KANSAS CITY, Feb. 15—Attendance for the Kansas City show now in progress is expected to reach 250,000, a record total. Many leading executives are attending, among whom are C. W. Nash, Ray A. Graham, Capt. E. V. Rickenbacker, L. G. Peed, George C. Hubbs, Forrest Akers, C. W. Tucker, Paul G. Hoffman, N. E. McDarby, and Walter Evans.

Buick Sales Increasing Normally, Says Churchill

FLINT, Feb. 11—The business outlook for the spring months is very satisfying and there is every indication that sales will at least maintain their normal averages, declared C. W. Churchill, general sales manager of Buick Motor Co., in discussing sales outlook. Mr. Churchill said that Buick's sales are maintaining their usual seasonal trend which is upward and he has every reason to believe that both the Buick Motor Co. and the Buick dealer organization will enjoy a very satisfactory sales volume.

N.S.P.A. Adds 5 Companies

DETROIT, Feb. 15—Five new manufacturing members have been elected by the National Standard Parts Association. They are Advance Packing & Supply Co., Chicago; Belden Mfg. Co., Chicago; Champion Pneumatic Machinery Co., Chicago; Hempy-Cooper Mfg. Co., Kansas City, and the Moto Meter Co., Inc., Long Island City.

Sales Conference in Cleveland

CLEVELAND, Feb. 14—The Society for the Interchange of Merchandising Ideas will hold its second annual conference at Nela Park, this city, Feb. 27 and 28. The purpose of the conference is to study the facts revealed by the retail census of 14 typical communities.

Business in Brief

Written exclusively for AUTOMOTIVE INDUSTRIES *by the Guaranty Trust Co.*

NEW YORK, Feb. 16—Improvement in the basic industries during the past week was reflected in a stronger tone in the financial markets. Stock prices declined early last week, but recovered somewhat following lower call money rates on Thursday. Total value of construction contracts awarded during January in 37 states east of the Rocky Mountains, according to F. W. Dodge Corp., amounted to $427,168,700. This is the largest January total to date and is 11 per cent greater than that of January last year and 11 per cent below the December total.

FREIGHT CAR LOADINGS

Railroad freight car loadings in the week ended Jan. 28 increased, numbering 902,832, as compared with 884,095 in the previous week and 943,879 in the corresponding period last year. Total loadings for the year to date amount to 3,447,723 cars, as against 3,756,660 a year ago and 3,686,696 two years ago.

PETROLEUM OUTPUT

Production of crude petroleum rose in the week ended Feb. 4, average daily output being 2,366,300 bbl., which compares with 2,355,2550 bbl. a week earlier and 2,402,400 bbl. in the corresponding period last year.

FISHER'S INDEX

Professor Fisher's index of wholesale commodity prices rose last week to 97 as against 96 in the preceding week and 95.1 four weeks earlier.

BANK DEBITS

Bank debits to individual accounts, as reported to the Federal Reserve Board for the week ended Feb. 8, were 4.5 per cent under the total of the previous week though 16.5 per cent greater than the amount reported in the like period last year.

FEDERAL RESERVE REPORT

For the same interval the Federal Reserve banks reported that reserves increased $14,400,000, discounts $35,400,000 and note circulation $7,200,000. Open market purchases were reduced $8,100,000, U. S. Government securities $32,300,000 and deposits $6,700,000. Member banks reported that in this period loans and discounts declined $61,197,000, investments $22,085,000 and demand deposits $199,991,000. Borrowings from the Federal Reserve banks rose $42,442,000.

Both time money and commercial paper rates were firmer last week at 4¼ to 4⅝ per cent and 4 to 4½ per cent, respectively.

Lang Plant Taken Over

RACINE, Feb. 11—The metal stamping and hardware specialty plant of the R. B. Lang Mfg. Co. has been purchased at assignee's sale by the Gold Medal Camp Furniture Co. of Racine, which will continue its operations.

Better Dealers Aim of NewN.A.D.A. Head

Will Seek More Active Co-operation With Factories, Says C. C. Coddington

CHARLOTTE, N. C., Feb. 13—Better dealers will be the principal aim toward which the activities of the National Automobile Dealers Association will be directed this year, declared C. C. Coddington, of Charlotte, Buick distributor for the Carolinas, in a discussion of his plans for his term in office as president of that organization.

The hope was expressed by Mr. Coddington that the association will be able to bring about more active co-operation both between the dealers and between dealers and manufacturers. He indicated his opinion that one of the outstanding problems of the N.A.D.A. is to develop the merchandising and business policies of the dealers to a degree that they will be in keeping with the magnitude attained by the industry as a whole in the nation's business. The new president said he expects to give "quite a bit" of his time during the year to travel for the national association. During this traveling he expects to advocate the general efforts of the association to raise the level of the dealers' administrative and operating policies.

Whenever possible, the direction of the work will be done through General Manager Vane. Several conferences recently have been held and others soon will be held here with officials of the association for the purpose of discussing the year's work. Much of Mr. Coddington's personal work for the association will be done through addresses and conferences at state conventions of dealer organizations.

Bell Named President of Screw Machine Body

BUFFALO, Feb. 13—David Bell, of the David Bell Co., Inc., this city, was elected president of the Screw Machine Products Association, with central offices here, at the fifth annual meeting in Chicago. Sam G. Eastman, of the Belvidere Screw & Machine Co., Belvidere, Ill., was named vice-president; J. H. Fischer, Fischer Special Mfg. Co., Cincinnati, treasurer; John S. Cochran, Mac-It Parts Co., Lancaster, Pa., secretary of the board of directors, and Malcolm Baird, field secretary. New directors are John S. Cochran, F. H. Fischer, Fischer Special Mfg. Co., and Joseph J. Hagen, Western Screw Products Co., St. Louis.

Ray Day Now in Detroit

DETROIT, Feb. 11—Ray Day Pistons, Inc., which has been manufacturing pistons on the Pacific Coast, has moved its factory to Detroit and is now located in a plant recently acquired.

Pontchartrain Bridge is Five Miles Long

NEW ORLEANS, Feb. 14—The Pontchartrain Bridge across the east end of Lake Pontchartrain at a point about 20 miles east of New Orleans, will be opened for traffic this week. The bridge proper is five miles long and is the longest continuous reinforced concrete highway bridge in the world. With its 10 miles of approaches it cost $5,500,000. A toll of $1.35 per car will be charged.

The opening of the bridge will shorten the mileage to the Mississippi Coast, Florida and other eastern points eight miles. With its completion the last of the ferries on the Old Spanish Trail east of New Orleans are eliminated.

Ayres Says Industry Starting Fairly Well

CLEVELAND, OHIO, Feb. 11—Improvement in the automobile industry for the first month of the year has kept pace with that in the steel industry, Col. Leonard P. Ayres, of the Cleveland Trust Co., reports in his February business bulletin.

"If the old barometer, the blast furnace, is holding true to form, January marked the beginning of business recovery," he said. "Sixteen blast furnaces were brought back into production during the month. In the automotive industry the improvement is almost as marked. The total figures are not notably large, however, because the great Ford plants are still producing on a most restricted basis. The year is starting off fairly well for the industry, with production increasing rapidly, but with competition keen, and with profit margins probably pretty narrow for most companies."

Siko-Lite Plant Moved

MERIDEN, CONN., Feb. 11—Siko-Lite Corp., manufacturer of patented headlight non-glare bulbs, has removed to Unionville, Conn. B. C. Rogers, general manager, has resigned. Prior to Mr. Rogers' connection with Siko-Lite he was for many years with the Connecticut Tel. & Electric Co., this city.

Canada Chrysler Builds

WINDSOR, Feb. 13—John D. Mansfield, president of the Chrysler Corp. of Canada, Ltd., has announced that the company will spend approximately $300,000 on two additions to the factory here, and it is expected that the end of February will see the completion of the building program in time to handle a greatly increased production.

Reeves Says Style Biggest 1928 Factor

Price Less Important He Tells New York Automotive Association

NEW YORK, Feb. 11—Price will be a less important factor in determining the successful sale of automobiles during 1928 than heretofore on account of the increasing demand for style in cars, Alfred Reeves, general manager of the National Automobile Chamber of Commerce, told 900 dealers and salesmen at the annual banquet of the Automotive Merchants Association of New York, Inc., at the Plaza Hotel this week.

The success that Mr. Reeves looks for in 1928 will be dependent upon three factors: performance, convenience and style, with style probably contributing 60 per cent, he said. Among the factors that make Mr. Reeves confident that 1928 will be a successful year for automobile sales are that the public wants to buy and that this year manufacturers have produced the most salable products in the history of the industry and at the lowest price.

Record show attendance is another factor which Mr. Reeves takes as an indication of the general interest and general increase of purchasing power, the lack of inflation and the greater attention which manufacturers are paying to distribution are also favorable conditions which will make 1928 a successful sales year.

There will be no price war and the price situation will be greatly stabilized by the rapidly growing outlets for American cars in foreign markets. There is no need to fear the old bugaboo of presidential election, Mr. Reeves said.

A. G. Southworth, New York Buick distributor and retiring president of the association, told members of the growth and activities of the association and intimated that it was the duty of the organization to work with state and city departments and be helpful to them in solving the many difficulties connected with automobile traffic control. The measure of success of the automotive dealer is determined by the manner in which he serves, Mr. Southworth declared.

Wood Sees Good Truck Year

DETROIT, Feb. 11—The Wood Hydraulic Hoist Co. held its fifth annual sales meeting at the factory this week. "The company enjoyed very satisfactory business in 1927," declared George Dewey, general sales manager, who predicted that 1928 will probably be one of the greatest years in the company's history. "A general quickening in business and especially a number of large projects including large road-building programs give indication that demand for dump trucks should be keen," he said.

Ritchie Takes Post as Yellow Chairman

Company Shows Net Loss of $6,858,691 in 1927 Due to Writeoffs

NEW YORK, Feb. 11—John A. Ritchie, formerly vice-chairman of Yellow Truck & Coach Mfg. Co., has been elected chairman, succeeding John D. Hertz, who resigned recently to again head the Chicago Yellow Cab Co., Inc., Mr. Ritchie, a former president of Yellow Truck & Coach, has been identified prominently with bus and truck operation and manufacturing for many years. He is also president of the Omnibus Corp., New York.

The consolidated income statement of Yellow Truck & Coach Mfg. Co. for 1927 showed a net loss of $6,858,691 as against profit of $1,125,922 in 1926. After dividends on preferred, deficit was $7,908,691 as against $627,578 in the former year.

Paul W. Seiler, president, said the poor showing in 1927 was due to severe writeoffs in asset values necessary in connection with the obsolescence of products no longer in current production, developing new lines of products and consolidating manufacturing operations in the new plant at Pontiac. Further writeoffs were made in accounts receivable of $5,641,605, he said.

Operations are now getting under way in the new plant, Mr. Seiler said, and some further operating losses will be realized in the early months of 1928. The company, however, should soon realize many economies as a result of the concentration of operations, he said, and should also benefit by the improvements in and additions to its line of products.

The quarterly dividend due at this time was omitted, and in connection with this a statement was issued saying that General Motors Corp. had authorized an offer of $93 in cash for each share of preferred, the offer to close May 10.

Will Build P. S. Buses in New Pontiac Plant

PONTIAC, Feb. 14—Announcement has been made by Yellow Truck & Coach Mfg. Co. of receipt of an order for 331 gas-electric, single deck buses from the Public Service Transportation Co., a subsidiary of the Public Service Corp. of New Jersey. This will bring the total number of Yellow buses operated by the Public Service company to 850, out of a total of 1353 buses of all makes acquired by this company from 1923 to date. The new buses will be produced in the new factory here.

Electrical equipment will be supplied by General Electric Co. and the bodies will be built in the Newark shops of Public Service. First deliveries of the new buses will be made about April 1.

John A. Ritchie

Who has succeeded John D. Hertz as chairman of the board of Yellow Truck and Coach Mfg. Co.

Thornycroft Penetrates Canadian Truck Market

OTTAWA, Feb. 13—The Ottawa automobile show saw the introduction of Thornycroft motor trucks in the Canadian capital by Thornycroft (Canada), Ltd., an organization subsidiary to the John R. Thornycroft & Co., Ltd., London, England.

Thornycroft has made considerable progress in Canada from the company's base of operations at Montreal, where a large stock of spare parts is carried for service requirements. No less than 43 Thornycroft trucks have been supplied to the T. Eaton Co., Ltd. Thornycroft trucks have also been sold to the Hudson's Bay Co., the Shell Co. of Canada, Ltd., the Imperial Oil Co., Ltd., and others.

New Moto Meter Models for Ford and Chevrolet

NEW YORK, Feb. 13—The Moto Meter Co., Inc., is offering two new improved heat indicators applicable to the new Ford and Chevrolet cars. The Ford indicator is known as the Junior Boyce Motor Meter and the Chevrolet as the Universal Boyce Moto Meter. Both are of the Radiator type and have a laurel wreath ring design and gold dials. The dealer's name is engraved in gold immediately below the indicator reading. The Red Ball Boyce Moto Meter is now available for dash or steering column installation.

N.A.P.A. Sales Increase

DETROIT, Feb. 14—National Automotive Parts Association reports that several manufacturers distributing through its members show increased sales in January of 11 to 40 per cent over the same month last year. January business in 1927 was 4.9 per cent higher than in January, 1926, but December, 1927, showed an increase of 34.03 over the previous December.

Detroit Registers Largest 1927 Drop

Pittsburgh Only Large City in Group of Eighteen to Show Increase

DETROIT, Feb. 11—According to figures compiled by the Michigan Automotive Trade Association, Pittsburgh was the only large city in a group of 18 which registered a gain in automobiles sales in 1927 compared with 1926. Pittsburgh's gain was four per cent while Detroit suffered the heaviest loss with a decline of 32 per cent. The Detroit situation, however, can probably be largely attributed to the continued inactivity of the Ford industries, resulting in a sharp curtailment of money circulation in Michigan's metropolis.

The figures follow:

City	1926	1927	Pct. of Decrease
Akron	10,916	9,664	11
Baltimore	16,668	13,727	17
Buffalo	23,330	19,258	17
Chicago	84,008	70,514	16
Cincinnati	16,910	14,913	11
Cleveland	38,722	32,170	17
Dallas	11,825	8,665	27
Detroit	77,913	52,593	32
Indianapolis	15,006	12,419	17
Kansas City	16,389	14,574	11
Los Angeles	82,442	71,654	13
New York City	88,225	79,564	10
Philadelphia	38,795	33,804	12
Pittsburgh	18,518	19,232	Gain
Rochester	14,812	11,959	19
St. Louis	26,785	21,702	19
Syracuse	8,672	7,766	10
Toledo	10,969	9,352	14

Michigan Sales Off 54,601

DETROIT, Feb. 11—Total new passenger car sales in Michigan for the year 1927 totaled 141,161 units compared with 195,762 for 1926, according to figures compiled by the Michigan Automotive Trade Association. The figures show that December sales totaled 5875 cars compared with 9015 for December, 1926. Ford's total sales for the year were 15,226 compared with 64,225 for the previous year. New Ford deliveries for December totaled 321.

Truck sales in Michigan totaled 14,623 units in 1927 of which 1278 were registered during December.

Buick Sells 17,000 Down East

BOSTON, Feb. 11—Noyes-Buick Co., distributor for Buick in the New England territory, announced that the figures just compiled for 1927 new car sales show that the company marketed 17,000, the largest new car registration ever reached by Buick in the New England territory.

Velie Signs New Dealers

MOLINE, Feb. 14—Velie Motors Corp. reports the signing of seven new distributors and 19 new dealers up to Feb. 1. The new contracts were signed in practically all sections.

Men of the Industry and What They Are Doing

Oakland Officials Hold Supervisors' Conference

A conference by home office executives of the Oakland Motor Car Co. was held here this week with 88 district supervisors from key cities in the United States. The supervisors' department was created Jan. 1 to assist district managers and those attending the sessions were supervisors of distribution, of advertising, of sales development and fleet sales and of service. The supervisors of dealer accounting will come to Pontiac as a separate unit later for a similar conference.

During the three days, sessions were held by Waldo E. Fellows, director of advertising; W. E. Fleming, assistant manager of sales development; E. F. Carlson, assistant manager of fleet sales; Hugh Higginbottom, manager of distribution, and R. A. Armstrong, service manager.

Stone Named President

Charles E. Stone, since 1924 vice-president of the Interstate Drop Forge Co., Milwaukee, has been elected president. He was formerly associated with the Chain Belt Co., Milwaukee, first as purchasing agent and later as assistant to the president, C. R. Messinger, whom he now succeeds as head of the Interstate company. The concern is affiliated with a group of industries, including the Chain Belt Co., Federal Malleables Co., and Sivyer Steel Casting Co., Milwaukee.

Erskine Cuban Delegate

A. R. Erskine, president of the Studebaker Corp. of America, will represent the American automotive industry at the second Cuban Highway Congress to be held Feb. 22 and 23 at Havana. John N. Willys, chairman of the foreign trade committee of the National Automobile Chamber of Commerce, was the official representative but he finds that he will be unable to attend.

George F. Bauer, secretary of the foreign trade committee of the National Automobile Chamber of Commerce, sailed Feb. 11 to attend the congress.

Rockwell Talks to S.A.E.

F. W. Rockwell, president of the Wisconsin Parts Co., Oshkosh, Wis., manufacturer of axles and other automotive units, was the principal speaker before the February dinner meeting of the Milwaukee Section of the Society of Automotive Engineers.

Miller Succeeds Dodge

F. N. Dodge, sales and advertising manager of J. C. Haartz Co., New Haven, Conn., has resigned. J. G. Miller, formerly assistant salesmanager, succeeds him.

Salisbury Gets Cross of Legion of Honor

The French Government has conferred the Cross of the Legion of Honor on Edward V. Salisbury, general manager of the European branch of the Campbell-Ewald Co., in Paris, in recognition of his service in the American ambulance service during the war. Even before the United States' entrance into the war, Mr. Salisbury was honored with the Croix de Guerre, having served in the French army.

Hubbard Joins National Acme

Guy Hubbard has resigned as associate editor of *Mechanical Engineering*, New York, to become advertising manager of the National Acme Co. He will also cooperate in engineering and sales activities. Mr. Hubbard began his active association with the machine tool business in 1915 with the Windsor Machine Co., Windsor, Vt. As a member of the headquarters staff of the American Society of Mechanical Engineers, Mr. Hubbard has been concerned primarily with matters related to machine tools and production. He is a director of the Machine Tool Congress of the National Machine Tool Builders' Association.

Stearns Builds Oil Engine

F. B. Stearns, who organized the F. B. Stearns Co. during the early years of the industry and sold out his interest in the company to John N. Willys some years ago, has been working on oil engines for some time and recently completed a 200 hp. engine working on the two-stroke principle. It has 6 by 8 in. cylinders. Mr. Stearns is now at work on the second and third engines of this type.

Kiefer Joins World Bestos

A. D. Kiefer has joined the sales staff of World Bestos Corp., and will cover the northern territory, operating out of Minneapolis. Joseph M. Grace, who has been covering New York City territory, has been transferred to St. Louis and will cover nearby points in that district.

Durant Names Heltsinger

Durant Motors, Inc., has appointed G. M. Heltsinger, ex-president of the Tampa Automobile Dealers Association, as representative of the Durant and Star lines on the west coast of Florida. Mr. Heltsinger has been handling the Star and Nash franchises in Tampa for some time.

Lower Car Weight Needed, Says Sir Herbert Austin

Sir Herbert Austin, chairman of Austin Motor Co., Ltd., Birmingham, England, who is spending several weeks in this country, was an interested observer of car styles during the New York automobile show. He said there was a pronounced lack of novelty in body design as compared with European styles of today; also a dearth of what he describes as improved niceties in chassis design and layout.

He thinks there is not sufficient attention being given to the reduction of total car weight, and that in the endeavor to assist sales and tempt buyers, the American car manufacturer is giving a very big car for a very low price. Sir Herbert would welcome some form of international competition that would focus the attention of manufacturers on the subject of producing lighter cars without sacrificing power, riding comfort or speed.

Hambly Goes Abroad

As a result of an unusually large volume of orders received for the new Marmon models from the European market, Frank L. Hambly, export manager of the Marmon Motor Car Co., has departed on a two months' trip abroad to facilitate shipments of Marmon straight-eights to the European distributing organization.

Dowd Joins Russell

Raymond A. Dowd has resigned as engineer in charge of automobile accessories for the American Bosch Magneto Corp. and will go to the New York office of the Russell Mfg. Co. of Middletown, Conn., where he will devote himself to development work on shock absorbers for airplanes.

Stout Officers Reelected

Officers of the Stout Air Services, Inc., operating the Detroit to Cleveland air line and also sight-seeing lines at the Ford airport, have been reelected. They are William B. Stout, president; William B. Mayo, vice-president; Glenn H. Moppin, secretary; George M. Holley, treasurer, and Stanley E. Knauss, general manager.

Merkle Goes Abroad

C. R. E. Merkle, head of the Flint plant of the E. I. duPont de Nemours & Co., Inc., is leaving on a business trip of several months abroad. Previous to his departure, 50 department heads of the Flint plant held a banquet in his honor at Hotel Durant in Flint.

Firestone Promotes Leach

E. C. Leach has been promoted to eastern division sales manager in the sales department of Firestone Tire & Rubber Co., it is announced.

U. S. Chamber Plans Wholesaling Study

Will Organize Permanent Committees to Collect Merchandising Information

WASHINGTON, Feb. 15—A program for study of the functions and practices of the wholesaler, and of the abuses connected with wholesaling, was laid down at the national wholesale conference held here under the domestic distribution department of the Chamber of Commerce of the United States. Permanent committees are to be organized to collect information of value to the wholesaler, and the results of investigations will be presented at later meetings of the entire group.

About 250 wholesalers and representatives of trade associations were present, several of whom were concerned with the automotive trade, including Harry G. Moock, Greater Market Development, Automotive Equipment Association; F. B. Caswell, Champion Spark Plug Co.; N. Field Ozburn, past president, A.E.A.; John J. Hall, zone manager, G.M.D., and several leading wholesalers.

O. H. Cheney, vice-president, American Exchange Irving Trust Co., declared that although wholesaling would always be an essential part of the distribution system of the country, wholesalers must give study to means of adapting themselves to changes in the conditions of distribution and new forms of distribution.

Smith Frame Production Shown to Detroit S.A.E.

DETROIT, Feb. 14 — Building of automobile frames by automatic machinery was the subject last night at the Detroit Section meeting of the Society of Automotive Engineers. A paper was presented by J. P. Kelley, sales manager of the A. O. Smith Corp., Milwaukee, accompanied by a motion picture showing the automatic plant and its units in operation.

Following the regular session a meeting of the automobile body men was held during which a section body division was organized. W. N. Davis of the Cadillac Motor Car Co. was elected vice-chairman of the Detroit Section in charge of the body division, and C. B. Parsons, president of the Parsons Mfg. Co., was elected chairman of its meetings committee.

Navy Buys Hornet Engines

WASHINGTON, Feb. 15—A contract for 96 air-cooled airplane engines to cost $1,059,850 was awarded this week to the Pratt & Whitney Aircraft Co. by the Navy Department. The engines, known as the Hornet type, with nine cylinders developing 525 hp. at 1900 r.p.m., are to be used in the Martin planes of the Navy.

Half of U. S. Rubber from British Malaya

AKRON, Feb. 11—Despite England's heavy restriction of her crude rubber, more than half of America's 1927 supply, 252,773 tons, came from British Malaya, it was revealed in Department of Commerce figures sent to Akron rubber plants. Total crude rubber imports were 425,142 tons. liquid latex imported totaled 1079 tons from Malaya, while the total import of latex was 1116 tons.

Rubber Investigation Brings Price Upset

NEW YORK, Feb. 14 — Violent fluctuations characterized the rubber market last week, due to the announcement by the British Premier of the appointment of a special committee to make recommendations on the advisability of retaining or abolishing the Stevenson restriction law, according to F. R. Henderson Corp. These fluctuations resulted in the loss of nearly four cents a pound in price during the week.

A new record in trading volume was established Feb. 9, when 2671 lots, or 6576½ tons, were traded in.

Says No Shortage Likely

NEW YORK, Feb. 16—Speaking at the annual dinner of the Rubber Exchange, F. R. Henderson said there is no fear of a rubber shortage even though the Stevenson Act is continued. Economics rather than politics will control output, he said. With the normal increase in consumption and the planning of new uses for rubber, the world must plant more trees, Mr. Henderson declared. He said America would gain independence with regard to rubber through planting its own trees.

Stamping Makers Meet

BUFFALO, Feb. 16—An organization meeting of the Association of Pressed Metal Manufacturers will be held at the Cleveland Athletic Club, Feb. 28. This meeting follows a meeting of a group of stamping manufacturers in Cleveland in January at which W. S. Galbreath, president of Youngstown Pressed Steel Co., was elected temporary chairman.

Bellows Back in Field

CLEVELAND, Feb. 15—Warren S. Bellows, formerly owner and manager of Walden-Worcester, Inc., has returned to the automotive field after an absence of several years, as manager of the Hodell Tire Chain Division of the Chain Products Co., this city.

Higher Steel Prices Waiting Buying Test

Conflict With Industry Seen When Mills Would End "Profitless Volume"

NEW YORK, Feb. 16—The ultimate fate of the higher prices, recently announced by sheet and strip-steel producers still hangs in the balance. Veteran steel market observers express some doubt as to whether mills will not be hungry for fresh business long before consumers have worked up the tonnages which they contracted for at lower prices when the producers first began to forecast advances.

Much smoothing of the ragged edges of marketing is looked for from a more rational alignment of both sheet and strip producers in one organization. The thought that flat steel, whether turned out on a sheet-mill or a strip-mill is much the same commodity, is beginning to bear fruit.

The U. S. Steel Corp. unfilled tonnage statement, showing a gain of 300,000 tons and the heaviest backlog in two years, is fairly representative of present conditions in the industry. Shipments of full-finished automobile sheets, fender stock, automotive alloy steels run impressively heavy, but steel producers as a whole are beginning to complain of "profitless volume" and their efforts are centered in correcting this condition as speedily as possible.

As one observer puts it, it will call for a special brand of courage to put these price advances across with automotive consumers, geared as the latter are to resist anything and everything that spells higher costs.

Pig Iron—Blast furnace interests are making every effort to lift prices to higher levels, but so far Michigan deliveries of foundry and malleable appear to be still available at $17.50 @ $18.

Aluminum—Sellers are somewhat disappointed by the rather slow pace of automotive demand. The market, in all of its departments, holds steady.

Copper—The market is holding its own. Consumers are inclined to be offish, but producers are not pressing any metal for sale, and there appears to be virtually no metal in second hands.

Tin—As the result of heavy declines in foreign markets, the price of tin has receded to the lowest levels in three years.

Lead—Threatening competition of foreign bullion lead and a sharp break in London caused the leading interest to announce a $3 per ton reduction immediately preceding the holiday. Storage battery demand is light.

Zinc—New features are lacking. The market rules quiet.

Roberts Named Executive

DETROIT, Feb. 13 — Glendon H. Roberts has been elected secretary and treasurer of the Detroit Stamping Co. He is the son of the late W. H. Roberts who was president of the firm and who has been succeeded as head of the company by Fred Haskel.

Canada Farmers Ask Further Duty Action

Seek Admission Duty Free of All Cars Costing Less Than $1,000

OTTAWA, Feb. 13 — Automobile manufacturers of Canada are deeply concerned over the demand of the farmers of Saskatchewan, backed up by United Farmers and Progressive members of the Canadian Parliament, that automobiles costing less than $1,000 shall be admitted to Canada free of duty. It is pointed out in government circles at Ottawa that a least five of the popular low-priced cars would be materially affected if the request of the United Farmers were granted.

Other industries are also involved in the Farmers' proposals, which have been placed before the Federal Minister of Finance, Hon. J. A. Robb. If the agrarians had their way, there would be no duty on Canadian imports exceeding 12 per cent and there would be free trade with Great Britain within five years. The British preference would be increased to 50 per cent immediately.

Imports of automobiles into Canada have steadily increased since the last reduction in the Canadian tariff in April, 1926, and the Canadian manufacturers of low-priced cars would probably lose more business if automobiles costing less than $1,000 in Canada were to be placed on the free list.

Canadian Imports Rise 28% in 1927

OTTAWA, Feb. 13—Statistics prepared by the Canadian Department of Trade and Commerce regarding automobile production and sales in the dominion during 1927, show that for the 12 months of 1927, the cumulative Canadian production totaled 179,383 cars, as against 205,116 in 1926, the record year, and 162,221 in 1925. Last year's production was 10 per cent greater than in 1925 and 34 per cent higher than in 1924.

It is pointed out that automobile imports into Canada during 1927 were 36,360, as compared with 28,535 for 1926, a difference of 28 per cent. Exports declined 23 per cent to 57,793 from 74,553. The domestic consumption of cars in Canada is determined by deducting the exports from the sum of Canadian production and imports.

In Canadian production for 1927, closed passenger cars totaled 100,150, as compared with 82,341 for 1926. Output of open passenger cars decreased to 37,517 from 70,027; trucks to 21,739 from 29,365; chassis to 19,948 from 23,230, and taxicabs and buses dropped to 29 from 153 for 1926.

The value of the 179,383 automobiles produced in 1927 was $117,569,132.

British Industry Increases Output

WASHINGTON, Feb. 15—Preparations for increased production are being made by British automobile manufacturers in anticipation of a heavy spring demand, according to advices received by the automotive division of the Department of Commerce from the trade commissioner in London. Improvements in the retail motor industry are reported since Christmas and importers of leading American cars reported record sales during January.

Soviet Plans Manufacture of 12,000 Cars Annually

WASHINGTON, Feb. 11—The Bureau of Foreign and Domestic Commerce is advised by cable that the Moscow Municipal Council has decided to build an automobile plant in Moscow to cost from 40,000,000 to 50,000,000 rubles (one ruble equals 51.4 cents), the plant to have an annual production of 10,000 to 12,000 light cars.

The department understands that the type of car which the concern will manufacture is to be selected from among the existing foreign makes and will probably be manufactured under a license arrangement. A special commission has been appointed and will soon leave for abroad to purchase equipment for the new plant. The department is not advised whether the commission is to come to the United States, but it is regarded as likely that it will.

Lower Car Prices Reduce Motorcycle Sales Abroad

WASHINGTON, Feb. 15—The ninth international motorcycle show, held in Milan from Jan. 5 to 15, attracted 94 exhibitors, but one of which was American. English models predominated and the motorcycle industry as a whole, is reported to be in a crisis. The determining factor affecting the motorcycle trade, according to advices to the Department of Commerce, has been the low-priced motor car and if further reduction in automobiles takes place, the Department is informed, the future market for motorcycles appears to be extremely limited.

New Zealand Registry 129,194

WASHINGTON, Feb. 15—Motor vehicles registered in New Zealand as of Sept. 30 totaled 107,284 passenger cars and 21,910 commercial vehicles, of which 88 per cent were of American manufacture, according to figures just furnished the U. S. Department of Commerce by J. B. Foster, American automotive trade commissioner.

Tax Action Defeat Predicted by Garner

Size of Reduction and Possible Tariff Rider Seen Leading to Veto

WASHINGTON, Feb. 15—A prediction that there will be no tax legislation at this session of Congress was made this week by Rep. John N. Garner, Democratic leader of the House ways and means committee, which drafted the $289,000,000 revenue measure and which eliminated the 3 per cent excise tax now collected on passenger cars. Following its passage by the House the measure was sent to the Senate where it is now awaiting action.

He said he based his prediction on the belief that the Democrats in the Senate will initiate a move to attach a tariff rider to the measure should the Republican Senate leaders hold up passage of the bill until after March 15, to see what receipts the March returns show. With the bill fixing $64,000,000 more reduction than the President desired, and having attached to it the tariff rider, the Democratic leader declared that the President will veto it, thus killing not only the 3 per cent excise automotive tax relief but all relief provided for under the bill.

Overseas Club Speakers Outline Markets in S. A.

NEW YORK, Feb. 11 — Overseas Automotive Club, Inc., at its regular monthly meeting this week, was addressed by H. G. Brock, second vice-president of the National Bank of Commerce, who recently returned from a trip to Columbia. He outlined the brilliant prospects for the market in that country. Frank Kelly, export manager of the Electric Storage Battery Co., who has lately returned from the west coast of South America, spoke on market possibilities in various countries in that area.

P. A. Karl, president of the club and export manager of Brunner Mfg. Co., presided. At the business session of the meeting a number of new members were elected and the program for coming months was outlined.

Hertz Replaces Models

DETROIT, Feb. 11—The Hertz Drivurself Corp. is now engaged in the wholesale replacement of former Chevrolet models with the new 1928 line. More than 3000 Chevrolets are now in use by the Hertz organization, which controls automobile rental stations in more than 300 cities in the United States and Canada. During 1928 practically all former Chevrolet cars will be replaced by the new ones and the number also considerably augmented, according to Charles W. Litsey, operating vice-president and general manager of the Hertz organization.

Bus Specifications Ready for Approval

Proposed Uniform Requirements in All States Fix 33 Feet Maximum Length

NEW YORK, Feb. 14—The Uniform Motor Bus Specifications Code has been completed by the formulating committee and is being submitted this week for approval to all manufacturers, organizations and individuals interested. With the general support of the industry, the code will be submitted as a basis of bus regulation in all states. The formulating committee represented the National Automobile Chamber of Commerce, Society of Automotive Engineers, Motor Vehicle Conference Committee and the Connecticut Public Utilities Commission.

Among the regulations provided in the code are a maximum length of 33 ft., maximum width of 96 in., maximum height, 14 ft. 6 in., maximum overhang beyond rear axle, 7/24ths of overall length, at least one emergency door; two separate means of applying brakes, and heavy duty rear bumpers.

Cheaper Air Transport Necessary, Says Hanshue

NEW YORK, Feb. 11—Cheaper and more dependable air transport service must be developed before general support of this means of travel will become popular, Harris M. Hanshue, president and general manager of the Western Air Express, Inc., told the Aeronautic Division of the Society of Mechanical Engineers at a meeting this week in the Engineering Societies Building.

Criticism of the government for awarding air mail contracts on a competitive basis, resulting in such low income as to prevent proper development, was voiced in a paper prepared by Capt. J. E. Whitbeck, operations manager of the Pan-American Airways. Other speakers included L. D. Seymour of the National Air Transport, Inc., and A. T. Stewart of the United States Chamber of Commerce.

New England S.A.E. Group Hears Brake Developments

BOSTON, Feb. 11—The February meeting this week of the New England Section, Society of Automotive Engineers, was given over to brake-testing and recent brake developments. A. Vance Howe, of the Westinghouse Air Brake Co., gave a talk on the vacuum brake. He demonstrated one of the Westinghouse brake models explaining construction and operation. Charles F. Smith, of the Brake Synchrometer Co., and F. W. Parks of the Cowdrey Brake Testing Co., explained the methods used by their devices. Extensive discussion followed.

Cavalry Assembles Motorized Units

WASHINGTON, Feb. 15—Organization of the Army's first armored car unit as a part of the cavalry was begun this week by the War Department which had begun the assembly at Fort Myer, Virginia, of the "Provisional Platoon, 1st Armored Car Troop." Plans call for a unit in each cavalry division of the army, which will consist of aircrafts, tanks, motorized transportation, trucks, armored cars and two cars for official personnel for each division.

Experiments have been under way by the Department for several months, for an auxiliary motorized department of each division and the results have shown material increased efficiency from a transportation standpoint and also maneuverability.

Curtiss $851,863 Income Doubles Profit in 1926

NEW YORK, Feb. 11—Curtiss Aeroplane & Motor Co., Inc., has authorized an initial semi-annual disbursement of 50 cents a share on common stock, a special dividend of 50 cents a share on preferred stock and the regular semi-annual dividend of 3½ per cent on the preferred. The initial dividend places the common stock on a $1 per share annual basis. The special dividend on preferred stock is made in accordance with the provision of that stock entitling it to participate with the common share for share until $42 a share has been paid. All dividends are payable March 15 to stockholders of record March 1.

Net income for 1927 is reported as $851,863 after charges and Federal taxes, the equivalent of $9.77 a share on the 7 per cent cumulative participating preferred stock and $2.77 a share on the common. This compares with net income of $413,316, or $7.97 a share on preferred and 97 cents on the common for 1926.

Autocar Reelects Directors

PHILADELPHIA, Feb. 11—All directors were reelected at the annual meeting of the Autocar Co., Ardmore, Pa. President Page's report indicated sound business in 1927.

The annual financial statement reflected considerable progress last year in improving the financial position. Current liabilities were reduced more than 20 per sent, accomplished largely through reduction of inventories, and the ratio of current assets to liabilities was increased to more than 3 to 1. The funded debt was reduced by $395,000.

Financial Notes

Johns-Manville Corp. 7 per cent preferred cumulative stock has been admitted for trading on the New York Stock Exchange to the value of $7,500,000. The earnings report made public with the listing showed net earnings for the nine months ended Sept. 30, 1927, as $4,836,205 before Federal taxes and depreciation. This is equivalent to $4.59 on the 750,000 shares of common stock for the 9-month period and compares with $19.42 on 250,000 shares for the entire year of 1926.

General Motors Corp. directors have declared on the common stock the regular quarterly dividend of $1.25 per share, payable March 12 to stockholders of record Feb. 18. In addition the regular quarterly dividends were declared on the senior securities, payable May 1 to stockholders of record April 7. The corporation's cash position continues strong. Current cash and marketable securities aggregate approximately $170,000,000.

Wright Aeronautical Corp. has increased the annual rate on common stock to $2, as compared with the former $1 rate, by the announcement of 50 cents per share dividend payable Feb. 29 to stockholders of record Feb. 15. Earnings for the first nine months of 1927 were $648,616, or $2.50 a share, as compared with $454,923, or $1.82 a share, for the corresponding period of 1926.

Allis-Chalmers Co. in a preliminary statement shows net profit for 1927 of $3,182,472 after charges and Federal taxes, equivalent after six months' dividend requirement of 7 per cent preferred stock to $10.02 a share on the $100 par value common stock. This compares with $3,596,891, or $9.49 a share for 1926. Preferred stock was retired in the middle of 1927.

Duplex Truck Co. has authorized a cash dividend of 25 cents a share to be paid Feb. 20 to stock of record Feb. 15. All common stock of the company was converted some time ago from $10 par to no par. There are 100,000 shares of this no par stock outstanding.

Eaton Axle & Spring Co. has voted to retire by purchase all outstanding 6 per cent preferred stock of its wholly owned subsidiary, the Eaton Spring Corp. The parent corporation will issue $750,000 in 5-year, 5½ per cent gold notes to care for this retirement.

Willys-Overland Crossley, Ltd., British affiliate of Willys-Overland Co., shows a profit for the year 1927 after charges of £75,997, comparing with £62,463 in 1926.

Bohn Aluminum & Brass Corp. and subsidiaries report net profit for 1927 of $1,181,606 after all charges and taxes. This compares with $873,744 in 1926.

Indian Forms Sales Unit

SPRINGFIELD, MASS., Feb. 14—Indian Sales Corp. has been formed as a subsidiary of the Indian Motocycle Corp. to handle the sales of the parent concern. Louis E. Bauer is president, and Frank H. Dickinson, vice-president and general manager, of the new concern. Sales thus far on 1928 models are said to show substantial gains.

Gas-Electric Drives Discussed by S.A.E.

PHILADELPHIA, Feb. 15—At a well-attended meeting of the Pennsylvania Section of the Society of Automotive Engineers this week, E. A. Atwell of the Westinghouse Electric & Mfg. Co. spoke on Desirable Characteristics of Motors and Generators for Gas-Electric Drives, while G. W. Wilson, of the General Electric Co., spoke on the related subject of Gas-Electric Taxicabs.

Mr. Atwell exhibited numerous lantern slides of generators and motors for bus drive built by his company and characteristic curves of the behavior of these units under different operating conditions. Mr. Wilson's paper related largely to the electrical equipment recently installed in a Willys-Knight Model 78 car which is in operation as a taxicab by the Philadelphia Rural Transit Co.

Allis Adds Equipment

MILWAUKEE, Feb. 11—The Allis-Chalmers Mfg. Co. is completing arrangements for a substantial increase in its tractor output in 1928, and already has acquired $100,000 of new production machinery for this department, with more to be purchased, according to W. A. Thompson, secretary of the company. Peak production will be reached about the middle of March and orders will keep the plant busy at the increased capacity at least until August.

Indiana Truck Sales Up 60%

MARION, IND., Feb. 13—Shipments of Indiana Truck Corp. models in January showed an increase of 60 per cent over January, 1927, and followed an increase of 29.5 per cent for December over the previous December. Continued high sales are expected through the first quarter.

Coming Feature Issue of Chilton Class Journal Publications

June 23—Engineering Issue—Automotive Industries

Trade Buying Increased at 1928 National Shows

NEW YORK, Feb. 11—Trade attendance and trade buying interest at this year's national automobile shows were much stronger and more satisfactory to all exhibitors in the shop equipment section than at any previous show, according to a statement by the Motor & Accessory Manufacturers Association.

Another feature developed to a larger extent this year than heretofore was the jobber cooperation with manufacturers, whereby jobber salesmen invited their customers to attend the show and were themselves present to conduct customers around the various exhibits. Manufacturers report that buying by the trade was larger than at any previous show and that numbers of very good new contacts were made.

Gardner Schedule up 60%

ST. LOUIS, Feb. 13—Gardner Motor Co. reports shipments in January as 170 per cent higher than in the same month last year. The production schedule for the first quarter is approximately 60 per cent in excess of the same quarter last year.

Heil Names Export Company

MILWAUKEE, Feb. 13—Gaston E. Marbaix, Ltd., London, has been appointed foreign representative and distributor by the Heil Co. A full supply of Heil equipment will be carried at the company's showrooms on King William St.

Three Paris Shows Scheduled for Year

PARIS, Feb. 4 *(by mail)*—Three distinct automobile shows will be held in Paris this year. From Oct. 4 to 14 inclusive the Grand Palais in the Avenue des Champs Elysees will be given up to the annual display of passenger cars, automobile and bicycle accessories, tires, fuels, etc.

On Oct. 25 a second show will open in the same building for motorcycles, bicycles and all their accessories. This show will close on Nov. 4. Finally a truck show will be held from Nov. 15 to 25 inclusive. In addition to all types of commercial vehicles it will comprise machine tools, garage and workshop equipment, forges and foundries.

This is the first occasion Paris has run three distinct shows, although separate passenger car and truck shows have been held in the past. This move has been made possible by the fact that the French aviation show will be held in July, thus leaving the Grand Palais free for automobile exhibitions during the whole of October and November. The three shows are under the management of Henry Cezanne.

Eureka Makes Car Cleaner

DETROIT, Feb. 13—Eureka Vacuum Cleaner Co. is now making a vacuum cleaner designed especially for cleaning automobile upholstery, carpets, and tops. There is a special grip handle and carrying strap. The starter switch is mounted in the handle, and standard equipment includes a five-foot hose with cleaning attachments.

Philippines Register 5600

WASHINGTON, Feb. 11—Automobile registration in the Philippines as of Jan. 1, totaled 5600 compared with 4769 registered the previous year. Of the total registrations at the present time, 3828 are passenger cars, 1308 trucks, and 464 buses.

Calendar of Coming Events

SHOWS

All Western Road Show, Los Angeles, March 7-11
American Electric Railway Ass'n, Public Auditorium, Cleveland...Sept. 22-28
Automotive Equipment Association, Coliseum, Chicago .....Oct. 22-27
Berlin .....Nov. 8-18
*Boston, Mechanics Bldg. ....March 10-17
Brussels .....Dec. 8-19
Copenhagen .....Feb. 23-March 4
Geneva .....March 16-25
Helsingfors, Finland .....Feb. 19-26
International Aircraft Show, Berlin, March 23-April 11
Laybach, Jugoslavia .....June 2-11
Leipzig, trucks only .....March 4-14
Lille, France .....April 6-22
London, passenger cars .....Oct. 11-20
Paris .....Oct. 4-14
Prague .....Sept. 1-9
Rio de Janeiro .....May 3-13
Salon, Automobile Salon, Inc., Palace Hotel, San Francisco..Feb. 25-March 3
Tunis, Tunisia .....April 27-May 6
United States Good Roads Show, Des Moines .....May 28-June 1
Zagreb, Jugoslavia .....April 29-May 6

*** Will have special shop equipment exhibit.**

CONVENTIONS

American Electric Railway Ass'n., Public Auditorium, Cleveland....Sept. 22-28
American Gear Manufacturers Association, Hotel Seneca, Rochester, N. Y. .....April 19-21
American Society of Mechanical Engineers, Joint Meeting of Aeronautic and Wood Industries Divisions, Detroit .....June 27-28
American Society for Testing Materials, Chalfonte-Haddon Hall Hotels, Atlantic City, N. J.....June 25-29
American Welding Society, Engineers Society Bldg., New York...April 25-27
Automotive Equipment Association, Grand Hotel, Mackinac Island, June 10-16
Automotive Equipment Association, Coliseum, Chicago .....Oct. 22-27
Highway Transport Congress, Havana, Cuba .....Feb. 22-23
National Battery Mfrs. Ass'n., Edgewater Beach Hotel, Chicago..Feb. 23-24
National Foreign Trade Council, Houston, Texas .....April 25-27
National Safety Council, Mid-West Safety Congress, Stevens Hotel, Chicago .....March 19
National Safety Council, Central States Safety Congress, Kansas City April 23-25
National Safety Council, National Congress, New York .....Oct. 1-5
Society of Automotive Engineers, Summer Meeting, Chateau Frontenac, Quebec .....June 26-29
United States Good Roads Association and Bankhead National Highway Association, Des Moines..May 28-June 1

RACES

Atlantic City .....May 5
Belgium .....Aug. 12
Daytona Beach, Fla., series of stock car races and world's speed trials, Feb. 15-23
Detroit .....June 3
Germany .....July 15
Great Britain .....Sept. 22
Indianapolis .....May 30
Italy .....Sept. 2
Spain .....July 29